

10. An Officer not subject to Indian Retiring Regulations may retire after 30 years' service upon the full pay of his rank, such full pay, in the case of a Regimental Lieutenant-Colonel, being reckoned at 1*l.* a day.

11. An Officer retiring under Article 9 or 10 shall relinquish the prospect of succeeding to the Command of a Brigade.

12. Nothing contained in this Warrant shall apply to Officers of the Coast Brigade of Artillery. Cases of retirement from the Coast Brigade will be specially considered.

13. A Major commanding a Battery of Garrison Artillery shall only be entitled to forage or forage allowance when he shall be required to perform Field Officer's duty in a garrison, or when on active service in the field.

14. The pay in lieu of non-effectives granted by Article 236 of Our Warrant of 27th December 1870, to First Captains of the Service and Depôt Batteries of Royal Horse Artillery, shall be received hereafter by Majors of the same.

Provisional Arrangement.

15. An Officer, now serving in Our Royal Artillery, who shall retire, with the rank of General Officer or Regimental Colonel, under Article 10, shall be eligible to have his Retired Pay made up to a sum not exceeding 600*l.* a year, the difference between such sum and 600*l.* being the estimated equivalent for the pecuniary advantages which shall have been conferred upon him by this Warrant, or by any consequent revision of establishment. This equivalent shall be arrived at by an actuarial calculation in each case, and shall be approved by Our Secretary of State.

16. Any Retired Pay in excess of the sum of 1*l.* 6*s.* a day, which may be granted to an Officer under the foregoing Article, shall not be taken from the amount of 42,400*l.*, fixed by Article 976 of Our Warrant of 27th December 1870, as the limit of the sum to be annually expended for the Retired Full Pay of Our Royal Artillery.

Given at Our Court at Aldershot, this 5th day of July 1872 in the 36th Year of Our Reign.

By Her Majesty's Command,

EDWARD CARDWELL.

Royal Warrant.—Promotion and Retirement of Officers of Royal Engineers.

VICTORIA R.

Whereas we think it expedient to amend in certain respects the regulations concerning the Pay and Promotion and Non-Effective Pay of Officers of Our Royal Engineers;

Our Will and Pleasure is that the following Articles of Our Warrant of 27th December 1870 be cancelled in so far as they relate to Our Royal Engineers; Articles 34, 978, and 979, so much of Article 184 as relates to the Pay of Lieutenant-Colonel, Captain and Second Captain, so much of Article 976 as relates to the total amount to be expended for the Retired Full-Pay of Our Royal Engineers, and likewise Article 97 as amended by Our Warrant of 31st May 1871.

1. The Establishment of General Officers of Our Royal Engineers on the British List shall be as follows, after the completion of the Battalions now in course of formation:

General	...	...	...	3
Lieutenant-General	...	...	...	6
Major-General	...	...	...	9
		Total	...	18

2. All Officers now holding the rank of Captain in Our Royal Engineers shall be promoted to the rank of Major from the date of this Warrant. The Second Captains shall from the said date be styled Captains.

3. A Regimental Major, with the brevet rank of Lieutenant-Colonel, who shall fall into the temporary Command of a Royal Engineer District, or of the Royal Engineer Train, in the absence of the Lieutenant-Colonel or Colonel Commanding, for a continuous period

exceeding one calendar month, shall reckon such continuous period as part of the five years required to qualify for the rank of Colonel, under Article 29 of Our Warrant of 27th December, 1870.

4. The Ordinary and Extra Pay of Lieutenant-Colonels, Majors, and Captains of Our Royal Engineers shall be as follows :

	Ordinary Pay.	Extra Pay.	
	At home, except when stationed in London.	Abroad ; when stationed in London ; and with an Army in the Field.	
	Daily.	Daily.	Daily.
Lieutenant-Colonel	... 0 18 0	0 9 0	0 18 0
Major	... 0 15 0	0 7 6	0 15 0
Captain	... 0 11 0	0 4 0	0 8 0
„ having higher rank by brevet	... 0 13 0	0 5 0	0 10 0

5. A Major of Our Royal Engineers who, when promoted to that rank, may be in receipt of Distinguished Service Pay, under Article 226 of Our Warrant of 27th December 1870, shall, in addition to his Pay and Extra Pay as Major, receive the difference between such Pay, and Extra Pay and his Pay, Distinguished Service Pay, and Extra Pay when a Captain.

6. The following shall be the rates of Half Pay of Majors of Our Royal Engineers :

	New Rate.	Old Rate.
	Daily.	Daily.
Major	... 0 10 0	0 7 6

7. The total annual amount expended for the Retired Full Pay of Officers of Our Royal Engineers who retired previous to the date of this Warrant, and of Officers who retire under Article 9, shall not exceed 21,500*l.*

8. An unattached General Officer or Regimental Colonel of Our Royal Engineers, not subject to Indian Retiring Regulations, may retire after 40 years' service upon 600*l.* a year. The Retired Full Pay of these Officers shall not be taken from the total sum of 21,500*l.* fixed by Article 7.

9. An Officer not subject to Indian Retiring Regulations may retire after 30 years' service upon the Full Pay of his rank, such Full Pay, in the case of a Regimental Lieutenant-Colonel, being reckoned at 1*l.* a day.

10. An Officer retiring under Articles 8 or 9 shall relinquish the prospect of succeeding to the Command of a Battalion.

11. A Major of Engineers shall only be entitled to Forage or Forage Allowance when he shall be necessarily required to perform Field Officer's duty in a Garrison, or when employed upon executive or field duties, provided the grant is recommended by the Officer in Command of the District or Station, on the ground that a horse is essential for the performance of such duties.

Provisional Arrangement.

12. An Officer now serving in Our Royal Engineers, who shall retire with the rank of General Officer or Regimental Colonel under Article 9, shall be eligible to have his Retired Pay made up to a sum not exceeding 600*l.* a year, the difference between such sum and 600*l.* being the estimated equivalent for the pecuniary advantages which shall have been conferred upon him by this Warrant or by any consequent revision of establishment. This equivalent shall be arrived at by an actuarial calculation in each case, and shall be approved by Our Secretary of State.

Given at Our Court at Aldershot, this 5th day of July 1872, in the 36th Year of Our Reign.

By Her Majesty's Command,

EDWARD CARDWELL.

No. 853 of 1872.—The following promotions are made in the under-mentioned corps of the Native Army:

11th Regiment of Native Infantry.

Jemadar Hyat Bux Khan to be Subadar, vice Gunjun Sing, invalidated.
 Havildar Khanno Khan to be Jemadar, vice Hyat Bux Khan, promoted.
 Havildar Kootubally Khan to be Jemadar, vice Maha Sing, invalidated.
 Havildar Davee to be Jemadar, vice Jungah Sing, invalidated.
 Havildar Bucktawur Doobey to be Jemadar, vice Seetul Sing, invalidated.

14th (The Ferozepore) Regiment of Native Infantry.

Jemadar Nundh Singh to be Subadar, vice Sabib Bux, invalidated.
 Havildar Bholah Singh to be Jemadar, vice Nundh Singh, promoted.
 Havildar Heerah Singh to be Jemadar, vice Mustan Singh, invalidated.

16th (The Lucknow) Regiment of Native Infantry.

Jemadar Monohur Sing to be Subadar, vice Gungah Sing, invalidated.
 Havildar Khajan Sing to be Jemadar, vice Monohur Sing, promoted.
 Havildar Soorjun Sing to be Jemadar, vice Dursun Sing, invalidated.

24th (Punjab) Regiment of Native Infantry.

Jemadar Kurrug Sing to be Subadar, vice Moossudda Sing, invalidated.
 Havildar Tarah Sing to be Jemadar, vice Kurrug Sing, promoted.

25th (Punjab) Regiment of Native Infantry.

Jemadar Nihala to be Subadar, vice Brijlall Sing, invalidated.
 Color-Havildar Bhoop Sing to be Jemadar, vice Nihala, promoted.

The above promotions will have effect from the 1st May 1872.

No. 854 of 1872.—Third Class Hospital Assistant Mahomed Hoosein, No. 130, admitted by G. G. O. No. 852 of 1864, and late attached to the A. Battery, 19th Brigade, Royal Artillery, is discharged the service, with effect from the 18th May 1872.
 G. G. O. No. 883 of the 11th October 1871, permitting him to resign the service, is hereby cancelled.

H. K. BURNE, Colonel,
 Secretary to the Government of India.

MILITARY DEPARTMENT.

NOTIFICATION.

Calcutta, the 9th August 1872.

Under clause 26 of the Regulations appended to the Regimental Debts Act of 1863, it is notified that reports of the deaths of the under-mentioned commissioned and warrant officers, on the dates specified, were received in the Military Department during the month of July 1872:

Corps.	Rank and Names.	Date of decease.	Place of decease.	Testate or intestate.	REMARKS.
65th Foot ...	Captain C. R. Chevalier ...	9th July 1872	Agra.		
Royal Engineers ..	Lieutenant C. E. Pridden ...	10th " "	Sukkur.		
65th Foot ...	Assistant Surgeon R. A. Cuthbertson.	22nd " "	Landour.		
96th Foot ...	Lieutenant A. Mosenthal ...	29th " "	Kussowlie.		
Subordinate Medical Department.	Asst. Apothecary T. Kearney	24th June "	Khyra Gully.		

Erratum.—In notification dated the 6th July 1872, under the column "Remarks," opposite the name of the late Lieutenant G. W. Tisdall, of the Royal Engineers, for "Charlesford Kello" read "Charlesfort, Kells," and opposite the name of the late Veterinary Surgeon J. H. Lemon, of the Royal Artillery, for "Clontarf Company" read "Clontarf County." Notification to be corrected accordingly.

B. E. BACON, Colonel,
 Offg. Secy. to the Govt. of India.

Calcutta, the 9th August 1872.

Notice is hereby given that the amounts on account of the estates of deceased European commissioned and warrant officers, as specified in the Statements published below, have been received by the undersigned, to whom all claims by creditors against the respective properties of the deceased are to be submitted within two calendar months from the date of this notice:

STATEMENT of Deposits made at the Presidency Pay Office on account of the estate of a deceased European Commissioned Officer of Her Majesty's British Military Service during the month of July 1872.

Date of Deposit.	Commissioned Officer.	Rank.	Corps.	General number.	Date of decease.	Testate or intestate.	Amount of monies accrued from the adjustment of the estate.	Amount of monies due to estate.	Total undelivered amount deposited.	Amount remitted in India.	Amount remitted for payment in England.	Equiva- lent in sterling.	Buppees.	In Co.'s service.	Amount remitted in India.	Rate of Exchange.	
8th July 1872..	James Brown	Lieutenant... Royal Engineers	..	31st Jany. 1872	..	147 8 6	147 8 6	147 8 6	147 8 6	147 8 6	147 8 6

STATEMENT of Deposits made at the Presidency Pay Office on account of estates of deceased European Commissioned and Warrant Officers of Her Majesty's Indian Military Service during the month of July 1872.

On whose account.		Rank.	Corps.	General number.	Date of decease.	Testate or Intestate.	Total undischarged amount due to estates.	Amount of monies received from the adjustment of estates.	Amount paid in India.	Amount remitted in India.	Amount remitted for payment in England.	Rate of Exchange.
Commissioned and Warrant Officers.												
2nd July 1872	(a) Astell Harrison	Captain	... General List of Infantry.	... 16th Feb. 1872	Intestate	Rs. A. P.	Rs. A. P.	Rs. A. P.				
2nd " "	(b) Arthur Ellis	Lieutenant-Colonel.	Staff Corps ...	... 10th May 1871...	... 181 9 3	... 181 9 3	2,529 12 9	2,529 12 9	42 11 0 ⁴			
30th " "	(c) William Sidney Nugent.	Captain	... " " " 28th April " ...	Testate ...	300 0 0	300 0 0						
10th " "	(d) Edward Richardson Cocker	Apothecary	Subordinate Medical Department.	... 28th May 1872...	Intestate	53 7 10	53 7 10	53 7 10	3,064 13 10	3,064 13 10	224 4 3	

Next-of-kin, Henry Allen Harrison, Esquire ; Maison Hirst, Dimond (near St. Malo), Illeet Vilaine, France ; brother, Captain William P. Harrison, Officiating Cantonment Magistrate, Fyzabad, Oudh.

(a) Next-of-kin, Henry Allen Harrison, Esquire ; Maison Hirst, Dimond (near St. Malo), Illeet Vilaine, France ; brother, Captain William P. Harrison, Officiating Cantonment Magistrate, Fyzabad, Oudh.

(b) Next-of-kin, brother, Commander H. T. Ellis, Royal Navy ; Hallyworth Street, Durham, England. Administrator General, administering.

(c) Widow, Mrs. Jane Louisa Nugent ; care of Charles Putland, Esquire, Bray Head, Bray, Ireland. Administrator General, administering.

(d) Next-of-kin, mother, Mrs. Mary Cocker ; care of Mr. Decastro, of the Oudh and Rohilkund Railway, Lucknow. Administrator General, administering.

* Credited in Schedule B. for July 1872, in adjustment of Ordinance claim against the deceased.

† Paid to the Administrator General on the 9th July 1872.

B. E. BACON, Colonel,
Off. Secy. to the Govt. of India.

PUBLIC WORKS DEPARTMENT.

NOTIFICATIONS.

ESTABLISHMENT.

Simla, the 10th August 1872.

No. 443.—Mr. A. Penny, Executive Engineer, 2nd Grade, Irrigation Branch, Punjab, is transferred to the Military Works Branch of the Public Works Department and posted to the Saugor Division, 2nd Circle.

No. 444.—ERRATUM.—From that portion of Public Works Department Notification No. 186 of 1st April 1872, which refers to the appointment of Mr. Richards as an Accountant, 4th Grade, omit the words “on probation.”

No. 445.—Mr. T. M. L. Thompson is appointed to the Public Works Department as an Assistant Engineer, 3rd Grade, and posted to Bengal, Irrigation Branch, with effect from the 1st current.

No. 446.—Lieutenant E. Harvey, R. E., Executive Engineer, 4th Grade, joined the Peshawur Division, 5th Circle of Military Works, on the 4th ultimo.

The 12th August 1872.

No. 447.—Lieutenant W. F. Richardson, R. E., Executive Engineer, 4th Grade, 2nd Allahabad Division, 6th Circle, Military Works, is granted three months' privilege leave with effect from the date he may avail himself of it. Lieutenant G. T. Plunkett, R. E., Assistant Engineer, 1st Grade, will hold charge of the Division during the absence of Lieutenant Richardson, or until further orders.

No. 449.—The services of Mr. G. S. Smith, temporary Supervisor, 1st Grade, Holkar State Railway, are dispensed with.

No. 450.—Sergeant P. Hannay, Overseer, 1st Grade, Central India, is remanded to military duty.

The 13th August 1872.

No. 451.—Radhica Persad Mookerjee, Assistant Engineer, 1st Grade, Fort William Division, 1st Circle, Military Works, is granted one month's privilege leave with effect from the date he may avail himself of it.

No. 452.—Mr. F. R. White, Accountant, 1st Grade, British Burmah, is transferred to the Office of the Controller of Accounts, Military Works.

No. 453.—Mr. C. E. Gael, Executive Engineer, 4th Grade, Rajpootana, is granted three months' privilege leave with effect from the 24th ultimo.

No. 454.—Mr. Charles Backman is appointed to the Public Works Department as a temporary Supervisor, 2nd Grade, and posted to His Highness the Nizam's State Railway.

The 14th August 1872.

No. 455.—In continuation of Public Works Department Notification No. 440 of the 8th instant, it is hereby notified that the charge of the Military Works at Abbottabad and Jubbulpore is re-transferred to the Government of the Punjab and the Chief Commissioner of the Central Provinces respectively.

No. 456.—Public Works Department Notification No. 241 of the 7th May last, granting six months' leave to Europe on urgent private affairs to Mr. J. Robinson, Assistant Engineer, Bareilly Division, 3rd Circle, Military Works, is cancelled at that officer's request.

The 15th August 1872.

No. 457.—Captain D. C. Walker, R. E., appointed to the Public Works Department, Bengal, under the conditions stated in Public Works Department Code, Chapter II., Section IV., paragraph 4 c in Public Works Department Notification No. 9 of the 5th January 1871, is permanently appointed to the Department as an Executive Engineer, 3rd Grade.

The 16th August 1872.

No. 458.—Mr. C. Innes, Executive Engineer, 4th Grade, His Highness the Nizam's State Railway, is granted six months' leave on urgent private affairs under Section 9, Supplement F. of the Civil Leave Code, from date of availing himself of it.

No. 459.—Mr. R. J. B. Thomson, Assistant Engineer, 2nd Grade, His Highness the Nizam's State Railway, is transferred to the Central Provinces.

No. 460.—Mr. S. Clay is appointed to the Public Works Department as a Supervisor, 1st Grade, on the temporary establishment, with effect from the 6th July 1872, and posted to the Indus Valley Railway.

No. 461.—The services of Mr. J. O. Powers, temporary Overseer, 2nd Grade, His Highness the Nizam's State Railway, are dispensed with from the Public Works Department.

No. 462.—Mr. G. H. Duncan, Supervisor, 2nd Grade, Punjab Northern State Railway, is removed from the Public Works Department.

No. 463.—Mr. Cowasjee Pestonjee is appointed to the Public Works Department as an Accountant, 4th Grade, on probation, with effect from 15th instant, and posted to Rajpootana.

TELEGRAPH.

The 16th August 1872.

No. 464.—The Governor General in Council is pleased to make the following changes in the staff of the Persian Telegraph, with effect from the 1st June:

Mr. E. Hoeltzer, Assistant Superintendent, 2nd Grade, to be Assistant Superintendent, 1st Grade.

Mr. J. R. Preece, Assistant Traffic Manager, to be Assistant Superintendent, 2nd Grade.

Quarter Master Sergeant D. Bower, R. E., Inspector, 1st Class, to be Assistant Superintendent, 2nd Grade.

Color-Sergeant J. Isaacson, R. E., Inspector, 1st Class, to be Assistant Superintendent, 3rd Grade.

Sergeant McDonald, R. E., Signaller, to officiate as Assistant Superintendent, 2nd Grade, *vice* Quarter Master Sergeant Bower, detached on special duty.

Sergeant E. Graves, Signaller, to officiate as Assistant Superintendent, 3rd Grade, *vice* Color-Sergeant Isaacson.

Dr. C. Wills, Assistant Medical Superintendent, Shiraz, to hold charge of the Ispahan Station in addition to his own duties, with effect from the date of Dr. Cummings' resignation.

The following acting promotions are made in the staff of the Persian Telegraph Department:

Mr. J. R. Preece, Assistant Superintendent, 2nd Grade, to officiate as Assistant Superintendent, 1st Grade, with effect from the 12th October 1871.

Color-Sergeant J. Isaacson, Assistant Superintendent, 3rd Grade, to officiate as Assistant Superintendent, 2nd Grade, with effect from the 12th October 1871.

RAILWAY.

The 15th August 1872.

No. 1.—The Governor General in Council is pleased to sanction the following alteration in the General Rules and Regulations of the Scinde, Punjab, and Delhi Railway Company:

In Section XII, clause 5—

For “The trains when in motion will be under the control of the first guard (in case there are two, the first shall ride on the van or carriage next to the engine or tender.”) Read—

“The trains when in motion will be under the control of the first guard (in case there are two, one shall ride on the van or carriage next to the engine or tender.”)

C. H. DICKENS, Colonel, R. A.,
Secretary to the Govt. of India.

Registered No. 71.]

No. 34

of 1872.



The Gazette of India.

Published by Authority.

SIMLA, SATURDAY, AUGUST 24, 1872.

Separate paging is given to this Part in order that it may be filed as a separate compilation.

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PART I.

Government of India Notifications, Appointments, Promotions, &c.

HOME DEPARTMENT.

NOTIFICATIONS.

PUBLIC.

Simla, the 22nd August 1872.

No. 3374.—The under-mentioned Specifications of Inventions have been filed, under the provisions of Act XV. of 1859, in the Office of the Secretary to the Government of India in the Home Department. Copies have been sent to one of the Secretaries to each of the Governments of Bengal, Fort St. George, Bombay, and the North-Western Provinces. A copy of every Specification is open, at all reasonable hours, at the Office of the Secretary to

the Government of India in the Home Department at the Presidency to public inspection upon payment of a fee of one Rupee. A certified copy of any Specification will be given to any person requiring the same on payment of the expense of copying:

No. 592.—Mr. John Dickson Derry, Executive Engineer, 2nd Division, Sirhind Canal, Loodianah, for raising material from excavations and throwing the same to spoil by means of a steam engine and human labor.

No. 605.—Mr. G. M. Pullman, of Chicago, Illinois, United States of America, for improvements in railway hotel, dining and sleeping carriages.

No. 611.—Mr. William Haworth, No. 7, Lothbury, in the city of London, England, in the Kingdom of Great Britain, for improvements in machinery for rolling tea leaf.

The 23rd August 1872.

No. 3389.—Mr. F. W. Higginson is appointed to officiate as Civil Surgeon of Gonda, in Oudh, with effect from the 19th April 1870.

JUDICIAL.

The 22nd August 1872.

No. 1576.—Under the provisions of Section 3, Act II. of 1869, the Governor General in Council is pleased to appoint Captain R. J. Wimberley, Officiating 1st Assistant Superintendent of Port Blair and the Nicobars, to be a Justice of the Peace within the limits of that Settlement.

EDUCATION.

The 18th August 1872.

No. 346.—*Appointment.*—The Governor General in Council is pleased to appoint Mr. D. Caruduff, of the Bengal Educational Service, to officiate as Inspector of Schools, Northern Circle, in the Central Provinces.

POLICE.

The 21st August 1872.

No. 484.—The following temporary alterations of rank in the Police Department, British Burmah, are ordered with effect from the 1st July 1872:

Mr. B. H. Davidson, Superintendent of Police, 5th Grade, to officiate as Superintendent of Police, 3rd Grade.

Captain L. B. Bance, Superintendent of Police, 5th (officiating 3rd) Grade, to officiate as Superintendent of Police, 4th Grade.

Mr. T. W. Wood, Assistant Superintendent of Police, to officiate as Superintendent of Police, 5th Grade.

Mr. R. Redpath, Assistant Superintendent of Police, and Officiating Superintendent, 4th Grade, to officiate as Superintendent of Police, 5th Grade.

H. L. DAMPIER,
Offg. Secretary to the Govt. of India.

DEPARTMENT OF AGRICULTURE, REVENUE, AND COMMERCE.

NOTIFICATIONS.

FIBRES AND SILK.

Simla, the 20th August 1872.

No. 225.—The services of Mr. G. J. Noble, Assistant to the Commissioner of Cotton and Commerce with the Government of India, are placed at the disposal of the Home Department.

Mr. H. L. Dennys, Extra Assistant Commissioner, 3rd Class, Central Provinces, to officiate as Assistant to the Commissioner of Cotton and Commerce with the Government of India during the absence of Mr. Noble on other duty, or until further orders.

SURVEYS.

The 19th August 1872.

No. 509.—Mr. E. C. Barrett, Assistant Superintendent of Revenue Surveys, 2nd Grade, is allowed privilege leave of absence from the 8th instant (or from any subsequent date on which his services may be spared) to the 30th September next.

The 23rd August 1872.

No. 513.—Captain D. Cowie, Probationary Assistant Superintendent, Mysore Revenue Survey, is confirmed in the grade of Assistant Superintendent with effect from the 2nd December 1871.

A. O. HUME,
Secretary to the Government of India.

FOREIGN DEPARTMENT.

NOTIFICATIONS.

JUDICIAL.

Simla, the 17th August 1872.

No. 166.—Under the provisions of Section 33 of Act XXI. of 1869 (The European Vagrancy Act), His Excellency the Viceroy and Governor General in Council is pleased to appoint Lieutenant-Colonel J. W. Willoughby Osborne, c. b., Political Agent in Bhopal, to exercise and perform the powers and duties conferred and imposed by the said Act on Magistrates, Justices of the Peace, exercising the full powers of a Magistrate and Police Officer.

POLITICAL.

The 21st August 1872.

No. 1805.—With reference to the Tariff of Sanitary Dues in the Ports of the Ottoman Empire, which was published in Notification No. 1638, dated 27th July 1872 (*Gazette of India* dated August 3rd, 1872), it is hereby notified that the foot-note to Article 4, clause 3, does not apply to British vessels, or to vessels sailing from Indian Ports.

The foot-note is—

Par suite d'une entente entre le Gouvernement ottoman et les Gouvernements respectifs dont la marine marchande transporte les pèlerins et les voyageurs à destination du Hedjaz et de l'Yemen, les capitaines des navires de toute nationalité sont tenus de percevoir la susdite taxe, conjointement avec le prix de passage, sur chaque individu embarqué, et d'en verser le montant à l'autorité sanitaire du port d'arrivée.

The 23rd August 1872.

No. 1838.—The services of Major B. Lovett, r. e., are placed at the disposal of the Military Department from the 31st instant.

No. 1840.—The services of Major O. B. C. St. John, r. e., are placed at the disposal of the Military Department, with effect from the 1st proximo.

GENERAL.

The 16th August 1872.

No. 1739.—Lieutenant D. W. K. Barr, appointed to officiate as Deputy Bheel Agent and Political Assistant at Maunpoor, and 2nd in Command of the Malwa Bheel Corps, in Notification No. 1477 G. of the 18th ultimo, assumed charge of those offices from Lieutenant-Colonel T. E. Gordon on the forenoon of the 16th idem.

No. 1740.—*Appointment.*—Pundit Suroop Narain, Native Assistant to the Agent to the Governor General for Central India, to officiate as 2nd Assistant, in addition to his other duties, during Lieutenant Barr's deputation, or until further orders.

No. 1742.—*Leave.*—The Agent to the Governor General in Central India has granted Lieutenant H. A. Vincent, 2nd Squadron Subaltern, 2nd Regiment, Central India Horse, sixty days' privilege leave from the date in the current month on which he may avail himself of the same.

The 17th August 1872.

No. 1750.—*Leave.*—The Officiating Agent to the Governor General for Rajpootana has granted Lieutenant E. L. Durand, Officiating Assistant to the Governor General's Agent for Rajpootana, one month's leave of absence from 1st November next, or the approximate date on which he may avail himself of it, to proceed to Calcutta for the purpose of passing an examination in the Native languages.

The 19th August 1872.

No. 1760.—*Leave.*—The Officiating Agent to the Governor General for Rajpootana has granted Captain J. W. Ridgeway, Officiating Assistant Agent, Governor General, for Rajpootana, two months' privilege leave from the 7th September 1872, or from the subsequent date on which he may avail himself of the same.

No. 1761.—Lieutenant H. B. Abbott, Officiating Assistant Agent, Governor General, for Rajpootana, will take charge of the duties of Magistrate at Aboo, and of the office of Assistant General Superintendent for the Suppression of Thuggee and Dacoitee, Lower Rajpootana, during the absence of Captain Ridgeway.

The 21st August 1872.

No. 1776.—*Leave.*—The Agent to the Governor General for Central India has granted Assistant Surgeon O. T. Duke, M. B., in medical charge of the Baghelaund Agency, leave of absence on medical certificate for two months.

C. U. AITCHISON,
Secretary to the Government of India.

FINANCIAL DEPARTMENT.

NOTIFICATIONS.

ACCOUNTS.

Simla, the 22nd August 1872.

No. 2187.—Mr. H. Hudson received charge of the Office of Deputy Accountant General, Mysore, from Mr. T. B. Clarke on the forenoon of the 5th instant.

The 23rd August 1872.

No. 2244.—Mr. F. de H. Larpent, Officiating Deputy Accountant General, Punjab, is allowed an extension of privilege leave for a week.

LEAVE AND ALLOWANCES.

The 23rd August 1872.

No. 2214.—ERRATUM.—In the notification of this Department, No. 2000, dated the 15th instant, for “1871” read “1870.”

MINT AND CURRENCY.

The 23rd August 1872.

No. 2205.—In exercise of the powers conferred by Section 5 of the Indian Paper Currency Act, 1871, the Governor General in Council is pleased to appoint Coconada to be the place at which notes of the Northern Circle of the Paper Currency Department in the Madras Presidency shall be issued.

No. 2224.—The following Statement of the silver received and coined in the Mints of Calcutta and Bombay, in July 1872, is published for general information :

	CALCUTTA.			BOMBAY.			
	Bullion or Coin received during the month, valued in Rupees.		Coined and examined during the month, valued in Rupees.	Bullion or Coin received during the month, valued in Rupees.		Coined and examined during the month, valued in Rupees.	
	Govt.	Merchants.		Govt.	Merchants.		
July 1872	10,596	1,444	43,187	1,37,189	4,65,120	16,63,584

SEPARATE REVENUE.
(ASSESSED TAXES.)*The 23rd August 1872.*

No. 2229.—In exercise of the power conferred by Section 4 of the Indian Income Tax Act of 1872, the Governor General in Council is pleased to exempt from the operation of the said Act the pay and allowances of all Barrack Masters and all members of their establishments whose pay and allowances do not exceed Rs. 500 a month, and who would have been exempted under the provision of Section 3 of the said Act, if they had not been transferred from military to civil employment.

R. B. CHAPMAN,

Secretary to the Government of India.

MILITARY DEPARTMENT.

Simla, the 19th August 1872.

No. 855 of 1872.—His Excellency the Governor General in Council is pleased to make the following appointments:

NYNEE TAL VOLUNTEER RIFLE CORPS.

To be Commandant.

Lieutenant-Colonel W. Davis, of the Bengal Staff Corps, Deputy Inspector General of Police, North-Western Provinces.

To be Lieutenant.

Lieutenant C. W. Muir, of the 6th Foot, Private Secretary and Aide-de-Camp to the Hon'ble the Lieutenant-Governor, North-Western Provinces.

To be Ensign.

* Mr. W. Bell.

No. 856 of 1872.—His Excellency the Governor General in Council has been pleased to approve of the formation of a volunteer corps, to be composed of the students of the College at Roorkee, to be designated the "Thomason College Volunteer Company," and to notify the following appointment:

To be Commandant.

Captain A. M. Lang, of the Royal Engineers, Principal, Thomason College.

No. 857 of 1872.—With reference to G. G. O. No. 767 of 1872, and to the notification issued by the Foreign Department, No. 1714, dated the 14th August 1872, the services of Assistant Surgeon W. Duncan, M. B., of the Medical Department, are to be held as having been placed at the disposal of His Excellency the Commander-in-Chief from the 16th July 1872.

No. 858 of 1872.—Honorary Captain William Kelly, Deputy Commissary of Ordnance, attached to the Peshawur Arsenal, is allowed leave of absence for four months, from the 18th June to the 17th October 1872, to visit Murree on medical certificate.

The 20th August 1872.

No. 859 of 1872.—The under-mentioned Native medical pupils of the Lahore Medical School, admitted by G. G. O. No. 389 of the 27th April 1871, are dismissed the service:

Mohomed (No. 58).

Lood Bhan (No. 110).

Nazir Allie Khan (No. 113).

* Subject to passing an examination in drill.

The 21st August 1872.

No. 860 of 1872.—The following revised return for the adjustment of claims for compensation for clothing is to be adopted, instead of the return prescribed in G. G. O. No. 918 of the 22nd September 1870 :

Regiment of _____

Return of a man proceeding from _____ to the _____ shewing the articles of clothing issued, or whether compensation has been paid, or is due for the year 18

Station _____ date _____ 18

Regimental No.	Rank and Name.	ARTICLES OF ANNUAL CLOTHING ISSUED.								BIENNIAL OR EXTRA CLOTHING ISSUED.	ORIGINAL DATE OF ISSUE OF THE UNDERTIONED ARTICLES TO BE GIVEN.	REMARKS.							
		Tunic.	Jacket.	Pantaloons or Overalls.	Cloth.	Serge.	TROW-SERS, PAIRS.	Boots, PAIRS.	Gloves, pairs.	Footstraps, pairs.	Ankle or shoes.	Wellington.	Boottings, pairs.	Trowsers, pairs.	Wellington or Knee.	Ankle or shoes.	October Ankle Boots, pairs.		

Memorandum.

1. Commanding officers will be careful to render one copy of this return with each man transferred.
2. When the articles are not issued, and the man will be entitled to compensation, the letter C will be entered in red ink under the articles for which the compensation is to be paid.
3. In the first year of issue of biennial articles, the figure 1 will be entered under the proper heading, and in the second year of wear the date of original issue will be given.

We do hereby certify that the above roll shows the amount of compensation unpaid to the date of embarkation that the amount has been explained to the man and assented to by his signature.

Quarter Master.

Commanding _____

Examined and found correct.

Examiner of Clothing Accounts.

No. 861 of 1872.—The under-mentioned sepoy of the 44th Regiment of Native Infantry, declared unfit for further service on account of a gun-shot wound received in action, is granted the pension noted opposite his name :

Rank.	Name.	Nature and degree of pension.	Amount monthly.			Circle of payment.
			Rs.	A.	P.	
Sepoy ...	Drig Sing Samah ...	Wound pension, 2nd degree ...	5	0	0	Presidency.

No. 862 of 1872.—The under-mentioned Native medical pupils, admitted into the service in G. G. O. No. 916, dated 20th October 1871, having absconded, are struck off the list of Native medical pupils :

Muse Woolah (No. 195).

Dumree Lal (No. 277).

No. 863 of 1872.—The under-mentioned Native medical pupils, admitted in G. G. O. No. 916, dated 20th October 1871, are dismissed the service :

Furhut Hossain (No. 221). | Bechoo Lall (No. 285).

Safat Khan (No. 286).

No. 864 of 1872.—The under-mentioned students of the Lahore Medical School, having passed the prescribed examination, are admitted into the service as Hospital Assistants of the 3rd Class, with effect from the 1st August 1872, and placed at the disposal of the Inspector General of Hospitals, Indian Medical Service :

Allabunda.	Rymul Dass.
Alla Deen.	Munsa Ram.

Noor Buksh.

No. 865 of 1872.—The under-mentioned officer has reported his return from England :

Surgeon A. J. Cowie, of the Medical Department, Sanitary Commissioner for British Burmah,—arrived at Fort William on the 3rd August 1872 (date of departure on furlough from Bombay, 6th August 1870).

No. 866 of 1872.—The under-mentioned out-pensioner, having been permitted to reside and draw his stipend in the Bengal Presidency, payment of pension is to be made and charged accordingly :

Sergeant Richard Chambers, an out-pensioner of the Royal Hospital at Chelsea, from the Dépôt Brigade, Royal Artillery,—rate of pension 2s. (two shillings) per diem, paid up to the 30th June 1872.

No. 867 of 1872.—Sub-Conductor William Atkins, of the Army Commissariat Department, having been declared by a medical committee to be unfit for further active service, is transferred to the Pension Establishment and is granted the invalid pension of his rank, *viz.*, Rupees 80 per mensem, with permission to reside and draw his stipend in India.

No. 868 of 1872.—Ensign W. M. Barton, of the Cawnpore Company No. 14, is permitted, at his own request, to resign his appointment in the East Indian Railway Volunteer Rifle Corps.

Ensign G. Ward is transferred from the "Assensole" Company No. 10 to the Cawnpore Company No. 14, with effect from the 24th July 1872, *vice* Ensign Barton.

No. 869 of 1872.—The under-mentioned officers are permitted to proceed to Europe on furlough on private affairs :

Lieutenant-Colonel Robert Blair, of Infantry, Wing Officer, 3rd Regiment of Native Infantry,—for two years under the Regulations of 1868 embarking at Bombay.

Major Alexander McKenzie, of the Bengal Staff Corps, Deputy Assistant Commissioner General, 1st Class,—for two years under the Regulations of 1868.

No. 870 of 1872.—The under-mentioned commissioned and non-commissioned Native officers belonging to the Deolee Irregular Force, declared unfit for further duty by a special invaliding committee, are transferred to the Invalid Pension Establishment on the stipends noted opposite their respective names, with effect from the date they ceased to be borne on the rolls of the corps. The stipends will be disbursed in the Allahabad Circle of Payment :

Rank.	Name.	In what rank pensioned.	Amount monthly.
Subadar	Jooruj Mun Misser	Subadar	18
Havildar	Bahadoor Sing	Havildar	6
Naick	Bhekaree	Naick	5

No. 871 of 1872.—ERRATUM.—In G. G. O. No. 968, dated 4th October 1870, opposite the name of 2nd Class Hospital Assistant Nehal Singh (No. 45) in the column headed "original date of rank as Native Doctor," for "March 11th, 1858," read *May 6th, 1844*.

Order Books to be corrected accordingly.

Hospital Assistant Nehal Singh is promoted to the 1st grade, and permitted to draw the pay of his rank with retrospective effect from the 27th May 1868.

No. 872 of 1872.—Captain G. E. Macpherson, of the Bengal Staff Corps, Assistant Commissioner, Punjab, has been allowed furlough in India on private affairs for six months from such date as he may have quitted his station under Rule XVII. of the Furlough Regulations of 1868.

No. 873 of 1872.—Agreeably to G. G. O. No. 181 of 12th December 1833, the under-mentioned heirs are admitted to Native family pensions, from the dates specified opposite to their names, and the Pay Master of Pensioners in whose circle the individuals reside will furnish the prescribed rolls to the Department of Audit and to the parties concerned:

Name of claimant.	AGE.	Height.	Caste.	Personal appearance and particular marks.	Village and District.	Nature of relationship to the deceased.	DESCRIPTION OF THE DECEASED RELATION ON WHOSE ACCOUNT CLAIMS ARE MADE.		Last Corps.	Name.	Rank.	Date of admission.	Amount of pension.	For what period.	H. M. Pay Master's Day-Pension Roll.	
							Date of death.	Cause of death.								
* Jhindia,	About 40	5	1	Muslim	..	Slight mark of a boil over left eye; small mole on right cheek.	Ramgarh, Jullundur.	Widow ..	Sudh Singh ..	Nasik ..	23rd Punjab Pioneers.	26th Sept. 1860.	8th November 1867.	3 8 0	For life ..	N. W. P. Circle.
* Khosha Singh	23	0	5	7½	Muslim	..	Patips, Jullundur	Son ..	Gobur Singh ..	Sepoy ..	23rd Punjab Pioneers.	1860.	12th November 1867.	2 12 0	12 years ..	Ditto.

* Arrears of pension restricted to two years antecedent to the date of committee's proceedings.

No. 874 of 1872.—Agreeably to G. G. O. No. 94, dated 1st May 1837, the under-mentioned widows are admitted to pension equal to that conferred by the Third Class Order of Merit on their late husbands, for three years, commencing from the date of the casualties:

Name of Claimant.	Age.	Height.	Caste.	Personal appearance and particular marks.	Village and District.	DESCRIPTION OF THE DECEASED RELATION ON WHOSE ACCOUNT CLAIMS ARE MADE.		Date of admission.	For what period.	By Pay Master Pensioner adlo.	
						Years.	Months.	Feet.	Inches.	Slipper to be delivered ceased.	Date of Committee's Proceedings.
Ramla ..	.. 41	0 5 2	Bhat	.. Fair, slightly marked; small mole low down on the left cheek, and two distinct moles, one below the other, in a straight line, about 2½ or 3 inches, below the left ear; left hand tattooed on back; four marks and at bottom of thumb joint a tattooed star.	Mussoopoor, Naw-abgung.	Widow ..	Geordial ..	Subadar, Bengal Sappers and Miners, 3rd Class Order of Merit.	28th February 1871.	29th August 1871.	For three N. W. P. Circle years.
Moonee ..	.. 45	0 5 1	Musulmanee.	Fairish; thin; mark of a holl on the neck below and behind the right ear.	Buxer, Meerut ..	Widow ..	Meetoo ..	Trooper .. 5th Troop, 1st Bt-grade, Artillery.	17th June 1871.	12th April 1872.	For three Allahabad years.

No. 875 of 1872.—The under-mentioned Hospital Assistants who have passed their professional examination are advanced to the next higher grade, with effect from the dates specified against their respective names:

NAMES.	Date of completion of the septennial period of service.	Date of passing the professional examination.	Date from which the promotion will take effect.
<i>To be 1st Class Hospital Assistants.</i>			
Futteh Khan (a) ...	31st March 1855	15th April 1872	15th April 1872.
Shaikh Kadur Buksh ...	6th April 1871	" ...	7th June 1871.
Jussoo Ram ...	6th June "	" ...	29th Dec. "
Edhoo (b) ...	28th Dec. "	" ...	7th Jan. 1872.
Meer Ozeer Allee ...	6th Jan. 1872...	" ...	"
Shaik Irshad Hossain ...	" ...	" ...	"
Gyapershad ...	" ...	" ...	"
Banee Ram ...	" ...	" ...	"
Shaik Abdoola (2nd) ...	" ...	" ...	1st Feb. 1872.
Hakeem Raheem Bux ...	31st "	" ...	2nd March "
Choonieloll Misser ...	1st March 1872	" ...	1st April "
Mahomed Yar Khan ...	31st " ...	" ...	"
Shoohur Mohumud (b) ...	" ...	" ...	"
Goree Lall ...	" ...	" ...	"
<i>To be 2nd Class Hospital Assistants.</i>			
Bhugwan Das (1st) ...	31st July 1870 ...	15th April 1872	15th April 1872.
Taik Chund ...	25th Nov. " ...	" ...	"
Chunnoo Ram ...	8th Feb. 1871...	15th April 1871	9th Feb. 1871.
Assa Nund ...	" ...	15th April 1872	15th April 1872.
Muzamil Shah ...	26th " ...	" ...	8th " 1871.
Abdool Rohman (1st) ...	7th April 1871	29th Jan. "	15th " 1872.
Shere Shah (b) ...	31st July "	15th April "	"
Bishun Doss (c) ...	" ...	" ...	"
Munbodh Doss (b) ...	3rd Aug. " ...	" ...	1st Oct. 1871.
Wazeer Khan ...	30th Sept. " ...	" ...	15th April 1872.
Shumshere Khan ...	" ...	" ...	"
Imdad Hoosein ...	" ...	" ...	"
Mahbood Khan (d) ...	" ...	" ...	18th Nov. 1871.
Mirza Imdad Beg (b) ...	17th Nov. 1871...	" ...	15th April 1872.
Mabur Allie ...	14th April 1872	" ...	"
Mooneerood Deen (b) ...	" ...	" ...	"
Abdool Hakeem ...	19th "	" ...	20th "
Deya Ram ...	" ...	" ...	"
Asmat Allee (e) ...	" ...	" ...	"
Mosuddee Mul (f) ...	" ...	" ...	"

(a) Passed an examination in English on the 26th June 1871.

(b) " " vide G. G. O. No. 968 of 1870.

(c) " " on the 1st May 1872.

(d) " " on the 30th May 1872.

(e) " " vide G. G. O. No. 242 of 1872.

(f) " " vide G. G. O. No. 1092 of 1870.

No. 876 of 1872.—The following Hospital Assistants passed their English qualification examination according to the test laid down in G. G. O. No. 945 of the 7th October 1868, on the dates specified against their respective names:

NAMEs.	Original date of rank as Native Doctor.	Date of passing the examination in English according to the new test.
<i>2nd Class Hospital Assistants.</i>		
Cherinjoo ...	14th August 1858	12th February 1872.
Alleem-ood-deen ...	15th April 1862	23rd March 1872.
Mowla Bux ...	28th August 1862	12th December 1871.
Bowally Buksh ...	27th April 1863	1st February 1872.
Nehalood Deen ...	1st October 1864	26th " "
<i>3rd Class Hospital Assistants.</i>		
Basseerood Deen ...	1st October 1865	22nd May 1872.
Kurreem Beg ...	14th April 1866	1st July 1872.
Gholam Mahomed ...	17th April 1867	24th April 1872.
Chundoo Lall ...	17th " 1868	1st March 1872.
Dhurmanund Jossee ...	11th October 1868	3rd April 1872.
Raheem Buksh ...	16th April 1869	11th June 1872.
Gholam Mahomed ...	19th " 1870	17th May 1872.
Bhawanie Dutt ...	10th January 1870	22nd November 1871.
Syad Allee Shah ...	21st April 1870	3rd July 1872.
Mowla Buksh (2nd) ...	16th April 1871	29th March 1872.
Sowaya Sing ...	16th " 1871	17th May 1872.
Meer Mahomed Allee ...	22nd " 1871	22nd "

No. 877 of 1872.—ERRATUM.—In G. G. O. No. 241 of 1872, notifying the date of promotion of Hospital Assistant Aukbur Allie to the 2nd Grade, for the "17th October 1871" read 15th April 1871.

Order Books to be corrected accordingly.

No. 878 of 1872.—The under-mentioned officers have reported their return from England:

Major R. E. Oakes, of the Bengal Staff Corps, Deputy Superintendent, 2nd Grade, Revenue Survey Department,—arrived at Bombay on the 7th August 1872.

Captain F. W. Simpson, of the General List, Infantry,—arrived at Fort William on the 15th August 1872.

No. 879 of 1872.—The under-mentioned out-pensioner of the Royal Hospital at Chelsea, having been permitted to reside and draw his stipend in India, payment of pension is to be made and charged accordingly:

Private Isaac Gerrish, late of the 1st Battalion, 14th Foot,—rate of pension per diem 1s. (one shilling), from the date he ceases to receive regimental pay or allowance.

No. 880 of 1872.—The services of Assistant Surgeon G. Hutcheson, M. D., of the Medical Department, are placed at the disposal of the Department of Agriculture, Revenue, and Commerce.

The 22nd August 1872.

No. 881 of 1872.—His Excellency the Governor General in Council has been pleased to approve of the formation of a squadron of two troops of lancers under the designation of the "Calcutta Volunteer Lancers," to be regarded as part of the Calcutta Volunteer Rifle Corps, and to be under the command of the commanding officer, for the time being, of the latter corps.

With reference to the above, the following appointments are made in the Calcutta Volunteer Lancers:

To be Major.

Captain Lewis Conway-Gordon, Royal Engineers.

To be Captains.

Charles Sanderson, Esq.—A. Troop.

Johnstone Smith, Esq.—B. Troop.

To be Lieutenants.

Charles John Wilkinson, Esq.—A. Troop.

Frederick Aitchison, Esq.—B. Troop.

Edward Alexander Thurburn, Esq.—A. Troop.

William Alexander, Esq.—B. Troop.

The nomination of the officers above-named to troops is made subject to their passing an examination in drill.

The 23rd August 1872.

No. 882 of 1872.—The following promotions are made in the under-mentioned corps of the Punjab Frontier Force:

3rd Punjab Infantry.

Jemadar Mungul to be Subadar, *vice* Bissesur Misser, invalidated.

Havildar Illum Deen to be Jemadar, *vice* Mungul, promoted.

4th Punjab Infantry.

Havildar Abdool Ruheem to be Jemadar, *vice* Kesur Sing, invalidated.

The above promotions will have effect from the 1st May 1872.

No. 883 of 1872.—In accordance with the provisions of G. G. O. No. 370 of 1863, paragraph 10, Sub-Conductor James Hurley, who was appointed on probation in the Ordnance Commissariat Department in G. G. O. No. 161 of 1872, is confirmed in his present grade of Sub-Conductor from 8th February 1872.

No. 884 of 1872.—The under-mentioned officers of the Bengal Staff Corps, having completed 20 years' service, are promoted to the rank of Major, from the dates specified, under the provisions of G. G. O. No. 808 of the 26th September 1866, subject to Her Majesty's approval:

Captain (brevet Major) Courtenay Harvey Saltren Scott,—17th August 1872.

Captain Henry Tyndall,—20th August 1872.

No. 885 of 1872.—The under-mentioned officers, having completed twelve years' service, including four years in the staff corps, are promoted to the rank of Captain, from the dates specified, under the Royal Warrant of the 16th January 1861, subject to Her Majesty's approval:

Bengal Staff Corps.

Lieutenant John Ronald Campbell,—8th June 1872.

Lieutenant Thomas Renny Cowie,—4th July 1872.

No. 886 of 1872.—The following brevet promotions are made, from the dates specified, under the operation of G. G. O. No. 632 of the 4th August 1864, paragraph 69, subject to Her Majesty's approval :

BREVET.—*To be Captains.*

Lieutenant Charles Edward Salkeld, Bengal Staff Corps,—8th June 1872.
Lieutenant William Wilmer, Bengal Staff Corps,—3rd July 1872.

No. 887 of 1872.—The following appointment and promotions are made in the under-mentioned corps of the Native Army :

1st Bengal Cavalry.

Ressaidar and Woordie-Major Shaikh Kootuboodeen, "Sirdar Bahadoor," to be Ressaldar from 9th June 1872, *vice* Meer Burkut Ullee, "Sirdar Bahadoor," deceased.

Jemadar Shaikh Gholam Mohiodeen to be Ressaidar from 3rd July 1872, *vice* Shydad Khan, " Bahadoor," invalided.

Duffadar Mulloo Khan to be Jemadar from 3rd July 1872, *vice* Shaikh Gholam Mohiodeen, promoted.

Jemadar Mirza Ewaz Beg is appointed Woordie-Major, with honorary rank of Res- saidar, from 9th June 1872, *vice* Shaikh Kootuboodeen, "Sirdar Bahadoor," promoted.

Duffadar Muhammed Ubdoole Kadur to be Jemadar from 9th June 1872, *vice* Mirza Ewaz Beg.

37th (The Meerut) Regiment of Native Infantry.

Jemadar Futtyab Khan to be Subadar from 1st May 1872, *vice* Sheik Dhaim, in- valided.

Havildar Dabee Deen to be Jemadar from 1st May 1872, *vice* Futtyab Khan, promoted.

3rd Goorkha (The Kemaon) Regiment.

Havildar Puddum Sing, Nagee, to be Jamadar from 1st May 1872, *vice* Bissen Sing, Nagee, invalided.

Havildar Chamoo Khuttree to be Jemadar from 12th June 1872, *vice* Nurrain Sing, Bhundaree, deceased.

4th Goorkha Regiment.

Jemadar Boodia Thappa to be Subadar from 19th July 1872, *vice* Bagh Sing Goorung, invalided.

Havildar Futteh Sing Rajpoot to be Jemadar from 19th July 1872, *vice* Boodia Thappa, promoted.

No. 888 of 1872.—It having been announced in G. G. O. No. 207 of 1869, under the authority of the Right Hon'ble the Secretary of State, that the furlough rules of 1868 shall apply to all warrant officers holding veteran or honorary commissions, that Conductors and Sub-Conductors shall be entitled to furlough on sick certificate, and that corresponding furlough shall be granted to warrant officers in the Subordinate Medical Department, and to those holding the honorary rank of Assistant Surgeon, the Right Hon'ble the Governor General in Council is further pleased, under the authority of Her Majesty's Secretary of State for India, to announce that those classes will be allowed to reckon the following periods of leave, whether taken in India or Europe, as service for pension :

15 months in 12 years' departmental service.

20	„	14	„	„
24	„	16	„	„

2. Warrant officers holding that rank on this date may, should they elect to do so, continue on the rule hitherto in force, and reckon all leave in India as service and all leave out of India as against service. This option will not be given to men attaining warrant rank after this date.

3. Applications from warrant officers for leave to Europe must be accompanied by a duly certified statement of the applicant's service, and of the condition in respect to service, for pension under which the furlough is taken.

4. The provisions of this Order will have effect from this date.

H. K. BURNE, *Colonel,*
Secretary to the Government of India.

PUBLIC WORKS DEPARTMENT.

NOTIFICATIONS.

ESTABLISHMENT.

Simla, the 17th August 1872.

No. 465.—Lieutenant W. H. James, R. E., Assistant Engineer, 2nd Grade, His Highness the Nizam's State Railway, is appointed to officiate as Deputy Controller of Public Works Accounts in Bengal.

No. 466.—Emamdeen, Accountant, 4th Grade, Mooltan Division, 8th Circle Military Works, is granted one month's privilege leave with effect from the date on which he may avail himself of it.

No. 467.—Mr. W. Dart is appointed to the Public Works Department as a Supervisor, 2nd Grade, and posted to Oudh.

The 20th August 1872.

No. 468.—Mr. R. H. Rhind, Executive Engineer, 2nd Grade, Central Provinces, is transferred to the Irrigation Branch, Bengal.

No. 469.—Mr. J. A. Willmore, Executive Engineer, 4th Grade, Lucknow Provincial Division, Oudh, is granted leave on medical certificate for 21 months under Chapter III., Section 7 (a) of the Civil Leave Code.

No. 470.—Sergeant D. Haining, R. E., Overseer, 1st Grade, 2nd Chuckrata Division, 7th Circle Military Works, is remanded to military duty.

No. 471.—Mr. G. T. Savel, Accountant, 3rd Grade, British Burmah, is granted furlough for one year under Section 7, Supplement F. of the Civil Leave Code, from the date on which he may avail himself of it.

The 21st August 1872.

No. 472.—Mr. C. J. Sheridan is appointed to the Public Works Department as an Assistant Engineer, 2nd Grade, and posted to the North-Western Provinces Provincial Establishment.

No. 473.—Mr. W. C. Furnivall, Superintending Engineer, Agra District, Rajpootana State Railway, is granted three months' privilege leave with effect from 12th August 1872.

Mr. C. Blair, Executive Engineer, 3rd Grade, Agra District, Rajpootana State Railway, is appointed to officiate for Mr. Furnivall during the absence of the latter on leave, or until further orders.

Mr. Blair assumed charge of the office on the forenoon of the 12th current.

The 22nd August 1872.

No. 474.—Lieutenant A. G. Begbie, R. E., Executive Engineer, Neemuch State Railway, has passed the examination in the Native language according to the departmental standard.

The 23rd August 1872.

No. 475.—Lieutenant G. Hildebrand, R. E., Assistant Engineer, 1st Grade, assumed charge of the Chuckrata Road Division on the 1st May 1872.

No. 476.—Mr. Albert Haegart is appointed to the Public Works Department as a temporary Overseer, 2nd Grade, and posted to the 2nd Circle Military Works with effect from 1st current.

C. H. DICKENS, *Colonel, R. A.,*

Secretary to the Govt. of India.

Registered No. 71.]

No. 35

of 1872.



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Published by Authority.

SIMLA, SATURDAY, AUGUST 31, 1872.



Separate paging is given to this Part in order that it may be filed as a separate compilation.

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PART I.

Government of India Notifications, Appointments, Promotions, &c.

HOME DEPARTMENT.

NOTIFICATIONS.

PUBLIC.

Simla, the 28th August 1872.

No. 3421.—The following despatch from the Right Hon'ble the Secretary of State for India on the subject of prohibiting public officers from engaging in speculation in India is hereby re-published for general information.

As doubt has been expressed regarding the application of the orders contained in the despatch, the Governor General in Council thinks it right to give notice that he will be

prepared to enforce the principle therein laid down in regard to all public servants of whatever class or position; and His Excellency in Council relies on Local Governments, Administrations, and Heads of Departments to see that it is not infringed:

Despatch No. 46, dated 31st May 1862.

"I have considered in Council your letter (No. 23) dated 11th March 1862, transmitting your proceedings, consequent on the accompanying minutes by the Governor and the Members of the Government of Bombay on the question of prohibiting public officers from engaging in speculations in India.

"2. You will have learned from my despatch to the Government of Bombay, No. 11, dated the 8th April last, that, in connection with the orders of that Government of the 26th November 1861, relative to the case of public officers, who might take part in any Company formed for working the gold mines in the Dummul Hills, I stated that 'as a general rule, I see no objection to servants of Government holding shares in Mining or other Companies having for their object the development of the resources of the country; and the only restriction I think it necessary to impose is, that public servants shall take no part in the management of such institutions, and shall not be employed in the districts, where the operations of the Company may be carried on.'

"3. * * * * * I think it important that this condition should be maintained, and I have to direct that my decision, communicated in the terms above-quoted to the Government of Bombay, may be made generally applicable, and may be published for general information.

"4. There can be no doubt as to the great evil of public servants in India engaging in speculations in the public funds, or in the shares of Joint Stock Companies; but I agree in the opinion of Lord Canning that such a practice, on the part of any officer, could not long escape the knowledge of Government, and that it would be in the power of Government to mark its sense of such conduct either by withholding promotion, or in any other way it might deem fit."

* * * * * JUDICIAL.

The 24th August 1872.

No. 1598.—Her Majesty has been pleased to appoint Charles Pontifex, Esq., Barrister-at-Law, to be a Judge of the High Court of Judicature at Fort William in Bengal.

The 27th August 1872.

No. 1611.—The Hon'ble Louis Jackson, a Judge of the High Court of Judicature at Fort William in Bengal, availed himself on the 15th ultimo of the leave of absence granted to him in Notification No. 1225, dated the 10th idem.

ECCLESIASTICAL.

The 30th August 1872.

No. 278.—Her Majesty's Secretary of State for India has permitted the Reverend M. R. Burge and the Reverend John Cave-Brown, Senior Chaplains on the Bengal Establishment, to retire from the service, the former from the 4th May 1872, and the latter from the 31st July 1872.

No. 279.—Her Majesty's Secretary of State for India has been pleased to appoint the Reverend Edgar Jacob, M. A., to be a Junior Chaplain on the Bengal Establishment.

No. 280.—The Reverend W. Simpson, a Senior Chaplain on the Bengal Establishment, has been granted by Her Majesty's Secretary of State for India an extension of leave on medical certificate for six months.

H. L. DAMPIER,
Offg. Secretary to the Govt. of India.

DEPARTMENT OF AGRICULTURE, REVENUE, AND COMMERCE.

NOTIFICATIONS.

SURVEYS.

Simla, the 30th August 1872.

No. 526.—Lieutenant H. Lees Smith, Assistant Superintendent, Revenue Surveys, 1st Grade, is granted one month's privilege leave of absence from the date upon which he may avail himself of it.

No. 528.—Mr. R. B. Foote, Assistant, 2nd Grade, Geological Survey of India, availed himself on the 12th instant of the three months' privilege leave granted to him under Notification No. 475, dated the 2nd idem.

No. 532.—Mr. T. W. H. Hughes, Assistant in the Geological Survey of India, has been granted by Her Majesty's Secretary of State an extension of leave for three months in continuation of the leave published in Notification No. 208, dated 25th May 1871.

FORESTS.

The 30th August 1872.

No. 1059.—Mr. C. V. Palmer, Sub-Assistant Conservator of Forests in the Panjab, is promoted to officiate as an Assistant Conservator of Forests, 3rd Grade, and is transferred to the North-Western Provinces; and Mr. T. G. Atkinson, Officiating Sub-Assistant Conservator, is appointed to a substantive vacancy in that grade and is transferred to the Panjab, *vice* Mr. M. A. T. Dick, deceased, 2nd August 1872.

A. O. HUME,

Secretary to the Government of India.

FOREIGN DEPARTMENT.

NOTIFICATIONS.

JUDICIAL.

Simla, the 29th August 1872.

No. 180.—Under the provisions of Act XII. of 1868 His Excellency the Viceroy and Governor General in Council is pleased, from 1st October 1872, to suspend the operation of Section 17 of Act XI. of 1841 (for consolidating and amending the regulations concerning Military Courts of Requests for Native officers and soldiers in the service of the East India Company) in the Cantonment of Mhow.

POLITICAL.

The 29th August 1872.

No. 1861.—His Excellency the Viceroy and Governor General in Council is pleased to recognize the appointment of Mr. Richard Breuner, as Vice-Consul for Austria at Aden.

GENERAL.

The 24th August 1872.

No. 1801.—With reference to Foreign Department Notification No. 1337 G., dated the 5th of July 1872, Captain A. R. F. McRae joined his appointment as Officiating Wing Subaltern, Meywar Bheel Corps, on the 28th July.

No. 1804.—Dr. F. W. A. DeFabeck received temporary medical charge of the Jeypoor Political Agency from Dr. Burr on the forenoon of the 1st June last.

The 30th August 1872.

No. 1860.—With reference to Notification No. 1328 G., dated the 4th of July last, the promotion of Duffadar Murad Ali Khan to the rank of Jemadar is to have effect from 1st May 1872.

C. U. AITCHISON,

Secretary to the Government of India.

FINANCIAL DEPARTMENT.

NOTIFICATIONS.

ACCOUNTS.

Simla, the 29th August 1872.

No. 2417.—Mr. F. de H. Larpent made over charge of the Office of Deputy Accountant General, Punjab, to Mr. R. A. Fink on the afternoon of the 23rd ultimo, and received charge of that office from Mr. Fink on the forenoon of the 14th instant.

The 30th August 1872.

No. 2459.—Mr. G. W. Cline, LL. D., Officiating Assistant to the Accountant General Bombay, is allowed furlough to proceed to Europe for one year from the 9th instant.

Mr. Cline availed himself of the furlough on the 9th instant.

PENSIONS AND GRATUITIES.

The 29th August 1872.

No. 2375.—The Governor General in Council directs that the following note be added under case (c) of Section 44 of the Civil Pension Code:

[NOTE.—Reinstatement need not necessarily be to the same office.]

SEPARATE REVENUE.
(POST OFFICE.)*The 30th August 1872.*

No. 2402.—Mr. M. Percy is re-transferred to his substantive appointment of Post Master of Madras.

Mr. E. C. George is appointed to officiate as Post Master of Bombay.

Mr. Babajee Suddaba is appointed to officiate as Post Master of Bombay for the interval between the departure of Mr. Percy and the arrival of Mr. George.

Mr. Percy made over charge of the Bombay Post Office to Mr. Babajee Suddaba on the afternoon of the 10th instant, and received charge of the Madras Post Office from Mr. George on the forenoon of the 14th idem.

R. B. CHAPMAN,
Secretary to the Government of India.

MILITARY DEPARTMENT.

Simla, the 24th August 1872.

No. 889 of 1872.—The G. G. O. No. 508 of 1872, granting furlough to Europe to Captain M. Clementi, of the Bengal Staff Corps, 1st Squadron Subaltern, 1st Bengal Cavalry, is to be considered as bearing date the 7th June 1872.

The 26th August 1872.

No. 890 of 1872.—Conductor Edwin Sparling is permitted to resign his position in the warrant grade of the Department of Public Works, in view to obtaining his discharge from the army.

The 27th August 1872.

No. 891 of 1872.—The under-mentioned Native commissioned and non-commissioned officers of the 10th and 13th Native Infantry having, subsequently to the assembly of the invaliding committees, been considered fit for further service, their admission to pension, as notified in G. G. O. No. 644 of 1872, is hereby cancelled:

10th Regiment of Native Infantry.

Subadar Lallmund Sookul.	Subadar Sheik Goolam Mujeeb.
“ Gungabissoon Sing.	Havildar Adjoodhia Misser.

13th (The Shekhawattee) Regiment of Native Infantry.

Havildar Hookum Sing.

No. 892 of 1872.—The under-mentioned officers have been permitted to resign their appointments in the Nynee Tal Volunteer Rifle Corps:

Captain C. R. Matthews.
Lieutenant F. Harris.
Ensign E. Jeffries.

No. 893 of 1872.—His Excellency the Governor General in Council is pleased to extend to batteries of Royal Artillery the provisions of G. G. O. No. 662 of 1872, authorizing the issue of artificers' tools to soldiers' workshops of British regiments.

No. 894 of 1872.—The under-mentioned officer is admitted to the Bengal Staff Corps, with effect from the date specified, subject to the confirmation of the Right Hon'ble the Secretary of State for India:

Lieutenant Charles Comyn Egerton, of the 76th Foot, 2nd Wing Subaltern, 6th Punjab Infantry, Punjab Frontier Force,—30th May 1871.

The 28th August 1872. *John* widow is admitted to pension equal to that conferred by the Third

No. 895 of 1872.—Agreeably to G. S. Class Order of Merit on her late husband, for three years, commencing from the date of his decease.

No. 896 of 1872.—Jemadar Boodh Sing, 26th Punjab Native Infantry, is admitted, as a special case, to the full pension of his rank, with effect from the date he may be struck off the strength of the corps.

The stipend will be disbursed in the Punjab circle of pension payment.

No. 897 of 1872.—The under-mentioned officers are allowed furlough to Europe on medical certificate :

Assistant Surgeon Daniel O'Connell Raye, M. D., of the Medical Department, Garrison Assistant Surgeon, Fort William,—for two years under the Regulations of 1868.

Captain Frank Edward Johnstone, of the General List, Infantry,—for two years under the Regulations of 1868.

No. 898 of 1872.—The under-mentioned officer is permitted to proceed to Europe on furlough on private affairs :

Captain (brevet Major) John Lewis Loch, of the late 2nd European Light Cavalry, Deputy Commissioner, Nimir, Central Provinces,—for two years under the Regulations of 1868, embarking at Bombay.

No. 899 of 1872.—Captain E. W. Hart, Howrah Company, No. 10, East Indian Railway Volunteer Rifle Corps, is allowed leave of absence to England on private affairs for three months from the 20th August 1872.

No. 900 of 1872.—The following order, issued by the Government of Bombay, is confirmed :

No. 553, dated 31st July 1872.—Granting furlough to Europe on medical certificate to the under-mentioned officer :

Lieutenant Sydney Drummond Turnbull, of the Bengal Staff Corps, Adjutant, 15th Bengal (Cureton's Mooltanee) Cavalry,—for two years under the Regulations of 1868.

No. 901 of 1872.—The under-mentioned officer of the Bengal Staff Corps, having completed 26 years' service, is promoted to the rank of Lieutenant-Colonel, from the date specified, under the provisions of G. G. O. No. 808 of the 26th September 1866, subject to Her Majesty's approval :

Major Henry Evans Quin,—24th August 1872.

No. 902 of 1872.—The under-mentioned officer of the Bengal Staff Corps, having completed 20 years' service, is promoted to the rank of Major, from the date specified, under the provisions of G. G. O. No. 808 of 26th September 1866, subject to Her Majesty's approval :

Captain Rowland Smith,—26th August 1872.

No. 903 of 1872.—The under-mentioned officer of the Medical Department, having completed 20 years' service, is promoted to the rank of Surgeon-Major, from the date specified, under the provisions of G. G. O. No. 507 of the 20th June 1864, subject to Her Majesty's approval :

Surgeon Charles Thomas Paske,—26th August 1872.

No. 904 of 1872.—With reference to G. G. O. No. 122 of the 6th February 1872, the services of Major P. H. F. Harris, of the Bengal Staff Corps, will be considered to have been placed at the disposal of His Excellency the Commander-in-Chief with effect from the 15th March 1872.

The 29th August 1872.

No. 905 of 1872.—The under-mentioned Native medical pupils of the Nagpur Medical School, who were admitted into the service by G. G. O. No. 916, dated the 20th October 1871, are permitted, at their own request, to resign the service:

Sheik Khyrate, No. 264.
Bunshe Dhur, No. 267.

No. 906 of 1872.—Paragraph 3 of G. G. O. No. 695, dated the 17th November 1863, is cancelled, and the following substituted:

On a regiment of cavalry or infantry being ordered to return to England. the non-commissioned officers and men in excess of one-half of its established strength will be allowed to volunteer to other regiments in India of the same arm, which have still not less than three years of their Indian service unexpired.

No. 907 of 1872.—The following promotion in, and admissions to, the Order of British India are made under the operation of G. G. O. No. 551 of the 5th June 1868:

To be a member of the 1st Class of the Order of British India with the title of "Sirdar Bahadoor" —

Subadar-Major Babajee Moruskur, "Bahadoor," of the 4th Regiment, Bombay Native Infantry (or rifle corps), vice Subadar-Major Shaik Hossein, "Sirdar Bahadoor," pensioned—from the 19th March 1871.

To be members of the 2nd Class of the Order of British India with the title of "Bahadoor."

Subadar-Major Pectamber, of the 29th Regiment, Bombay Native Infantry, or 2nd Belooch Regiment, vice Subadar-Major Babajee Moruskur, promoted to the 1st Class—from the 19th March 1871.

Subadar-Major Shaik Boodun, of the 25th Regiment, Bombay Native (Light) Infantry, vice Subadar Naggo Chowan, "Bahadoor," pensioned—from the 23rd April 1871.

Subadar-Major Chundun Ditchit, of the 15th Regiment, Bombay Native Infantry vice Subadar Rannoo Jadow, "Bahadoor," pensioned—from the 1st January 1872.

NOTE.—Where promotion is made in room of two Native officers pensioned, the name of the last pensioned officer only is given.

No. 908 of 1872.—With reference to the notifications issued by the Foreign Department as per margin, the services of the under-mentioned officers of the Royal Engineers are placed at the disposal of His Excellency the Commander-in-Chief, with effect from the dates specified:

No. 1838, dated 23rd August 1872.
" 1840, " " " "

Second Captain (local Major) Beresford Lovett, from the 31st August 1872.

Second Captain (local Major) O. B. C. St. John, from the 1st September 1872.

The 30th August 1872.

No. 909 of 1872.—Under the authority of the Right Hon'ble the Secretary of State for India, His Excellency the Governor General in Council is pleased to lay down the following revised rates of pay for trained school masters in India, being the amount in Indian currency, of four shillings a day on appointment, with an increase of 6d. a day for every three years' service to a maximum of seven shillings a day, as recently sanctioned for trained school masters on the home establishment:

At the exchange of 2s. 0½d. per rupee after deducting 5d. a day for rations.

	Rs.	A.	P.
On appointment	...	53	6 9
After 3 years' service	...	60	14 0
" 6 " "	...	68	5 3
" 9 " "	...	75	12 6
" 12 " "	...	83	3 10
" 15 " "	...	90	11 1
" 18 " "	...	98	2 3

2. The periodical increase will be granted only from the date of completion of the required service, after receipt of the order of the Home authorities upon the recommendation of the Director General of Military Education.

3. School Masters appointed prior to 25th May 1863, who may have elected to remain under the regulations in force prior to that date, will continue to receive pay under those regulations.

4. This order supersedes G. G. O. No. 875, dated 17th October 1866, and is to have effect from the 1st April last, from which date increased rates of pay where admissible will be passed.

No. 910 of 1872.—The following temporary promotions are made in the warrant grade of the Ordnance Commissariat Department, from the date specified :

Rank and Names.	To what rank promoted.	From what date.	In whose room.
<i>Assistant Commissary.</i> Honorary Lieutenant J. C. Palphreyman.	Officiating Deputy Commissary.	19th June 1872	<i>Vice</i> Deputy Commissary, Captain Kelly, on leave on medical certificate, or until further orders.
<i>Deputy Assistant Commissary.</i> Honorary Ensign T. Ryan ...	Officiating Assistant Commissary.	19th June 1872	<i>Vice</i> Honorary Lieutenant Palphreyman, officiating as Deputy Commissary, or until further orders.

No. 911 of 1872.—G. G. O. No. 815 of the 7th August 1872 is cancelled, and the services of Surgeon J. E. Tuson, M. D., of the Medical Department, are replaced at the disposal of His Excellency the Commander-in-Chief.

No. 912 of 1872.—With reference to G. G. O. No. 673 of the 3rd August 1866, His Excellency the Governor General in Council is pleased, when gymnasias are established in divisions of Royal Artillery, to sanction the appointment of a Corporal Instructor for divisions consisting of two batteries, and of a Serjeant Instructor for divisions of three or more batteries. The remuneration for this duty will be the same as in British infantry regiments, *viz.*, for the Serjeant Instructor 1s. 6d., for the Corporal Instructor 1s. a day, for six days in the week.

2. The non-commissioned officers holding these appointments are not to be in excess of the establishment of their respective ranks.

No. 913 of 1872.—The following promotions are made in the under-mentioned corps of the Native Army :

3rd Regiment of Native Infantry.

Jemadar Rugbur Sing to be Subadar, *vice* Rahmut Ally Khan, invalidated.

Jemadar Meer Enayut Ally to be Subadar, *vice* Brijlall Sing, invalidated.

Havildar. Dhunput Sing to be Jemadar, *vice* Rugbur Sing, promoted.

Havildar Gopal Tewary to be Jemadar, *vice* Meer Enayut Ally, promoted.

The above promotions will have effect from the 1st May 1872.

No. 914 of 1872.—ADDENDUM.—In Form No. 148 (Public Works), published in G. G. O. No. 303, dated the 21st March 1872, insert, *buckets for dead house, one for each regimental hospital*, in the list of hospital furniture authorized to be supplied by the Public Works Department.

Order Books to be corrected accordingly.

No. 915 of 1872.—Native medical pupil Sham Lall, No. 252, admitted by G. G. O. No. 916, dated the 20th October 1871, is dismissed the service from the 7th June 1872.

H. K. BURNE, *Colonel,*
Secretary to the Government of India.

PUBLIC WORKS DEPARTMENT.

NOTIFICATIONS.

ESTABLISHMENT.

Simla, the 24th August 1872.

No. 477.—Mr. I. Kemp, Supervisor, 1st Grade, Mysore, is granted leave on medical certificate for five months in continuation of the leave granted him in Public Works Department Notification No. 233 of the 2nd May last.

No. 478.—ERRATUM.—In Public Works Department Notification No. 205 of the 12th April 1872, under extra for special works, 8th Circle, for “Major Limond, Superintending Engineer, 2nd Grade,” read “Major Limond, Superintending Engineer, 3rd Grade.”

The 27th August 1872.

No. 479.—Mr. W. H. Wood is appointed to the Public Works Department as a Supervisor, 2nd Grade, on probation, and posted to Oudh.

No. 480.—Saroda Churn Neogy, Accountant, 4th Grade, 2nd Allahabad Division, 6th Circle Military Works, is granted leave for six months on medical certificate, with effect from the 13th May last, under Section 3, Supplement F of the Civil Leave Code.

The 28th August 1872.

No. 481.—Mr. D. O'Neill is appointed to the Public Works Department as a Sub-Engineer, 2nd Grade, on probation, and posted to the Delhi District, Rajpootana State Railway.

No. 482.—Sergeant E. Cooke, Supervisor, 2nd Grade, Fyzabad Division, 6th Circle Military Works, having obtained his discharge from the army, is re-appointed to the Public Works Department as a civilian in the same grade, with effect from the 19th March last.

The 29th August 1872.

No. 483.—Mr. G. W. Winckler is appointed to the Public Works Department as an Assistant Engineer of the 2nd Grade, and is posted to His Highness the Nizam's State Railway.

No. 484.—Mr. J. Donaldson, Executive Engineer, 4th Grade, Bengal, is permitted to resign his appointment in the Public Works Department with effect from the 1st proximo.

No. 485.—Captain B. J. Goldie, R. E., Assistant Engineer, 1st Grade, appointed Officiating Executive Engineer, Ferozepore Division, 4th Circle Military Works, reported his arrival at Ferozepore on the 1st May last.

No. 486.—Captain B. J. Goldie, R. E., Officiating Executive Engineer, Ferozepore Division, 4th Circle Military Works, assumed charge of the 2nd Ferozepore Division, 8th Circle, on the 23rd July last, in addition to his own duties.

No. 487.—The under-mentioned Officiating Superintending Engineers are confirmed in their appointments to fill existing vacancies, with effect from 12th April 1872 :

Mr. T. S. Isaac, Bengal.

Major G. A. Craster, R. E., North-Western Provinces.

„ R. C. B. Pemberton, R. E., His Highness the Nizam's State Railway.

„ J. G. Forbes, R. E., Oudh.

„ W. Jeffreys, R. E., Irrigation Branch, North-Western Provinces.

From the 1st August 1872.

Major A. E. Perkins, R. E., 7th Circle Military Works.

The 30th August 1872.

No. 488.—Quarter Master Sergeant D. S. Bower, R. E., of the Persian Telegraph, is granted three months' privilege leave with effect from the date on which he may avail himself of it.

No. 489.—Mr. W. M. Vivian is appointed to the Public Works Department as an Engineer Apprentice on probation and posted to Bengal Provincial Establishment.

No. 490.—Mr. D. Morris is appointed to the Public Works Department as an Assistant Engineer, 3rd Grade, and posted to the Indus Valley State Railway with effect from the 13th instant.

RAILWAY.

The 27th August 1872.

No. 2.—The following General Rules and Regulations for the Oudh and Rohilkund Railway have been sanctioned by the Governor General in Council under Clause XXVI. of Act XVIII. of 1854, as amended by Act XXV. of 1871, in supersession of the Rules and Regulations sanctioned in Public Works Department Notification No. 4 R, dated 27th January 1868, and published in the *Gazette of India* of the 8th February 1868 :

SECTION I.

GENERAL REGULATIONS RELATING TO CONSTRUCTION AND MANAGEMENT.

1. Every Line of Railway forming part of the Oudh and Rohilkund Railway system shall be provided with an Electric Telegraph.

2. Trains moving in opposite directions shall invariably pass each other at the Stations and no Engine, with or without a Train, shall be permitted to leave one Station for another until it shall have been ascertained, by means of the Electric Telegraph, that the Line between those two Stations is clear of Engines and Trains, and of all impediments, so far as can be known.

This Rule is not intended to prevent an Engine being sent cautiously along the Line to assist a Train disabled by accident; and in case of the business of the Company requiring it, the Agent may permit the Engineering Department to run Engines with or without trains for inspecting, paying, ballasting, or other work of maintenance, following cautiously a public Train after an interval of not less than one-quarter of an hour. The Departmental Engine or Train

not to move from the Station without the written permission of the Station Master, who will first apprise the Guard of the public Train that the Departmental Train or Engine will follow, and also, by wire, the next Station to which the Trains are about to proceed.

3. No Special Train or Pilot Engine shall leave a Station or pass along a Railway, unless previous notice shall have been sent by Electric Telegraph, and shall have been acknowledged at every Station throughout the distance to which such Engine or Train is intended to proceed. Special Trains shall be subject to the Rules prescribed in the preceding clause, and the utmost caution shall be used whenever such Trains are run.

4. No Train shall be allowed to move from any Station, unless it be provided with efficient means of communication, whilst in motion, between the Engine Driver and the Guard, or other Officer in charge of the Train, reciprocally.

5. To enable the Driver to draw the attention of the Guard, each Engine, in addition to the usual shrill Steam Whistle, which never means danger unless it is sounded by three short sharp Whistles, shall be furnished with a deep-toned Guard's Whistle, which always means danger, and this Guard's Whistle shall never be sounded, except for the purpose of attracting the attention of the Guard.

6. To enable the Guard to call the attention of the Driver, there is an apparatus in connection with the Shril Whistle, to which a communication cord is attached terminating in the Guard's Van. No carriage or vehicle of any description shall be attached to a Passenger Train, unless it be provided with brackets to carry the cord above-mentioned. When the Guard may have occasion to call the attention of the Engine Driver, he will pull the cord and sound the Shril Whistle.

7. No Passenger Train shall be allowed to move from any Station, unless it be provided with an apparatus by which the Guard in charge can communicate with, and make his way to, any and every Carriage in the Train; to afford the means of such communication, every Carriage, covered Goods Wagon for luggage and for merchandise of petty dealers, Van or Horse-box, forming part of a Passenger Train, shall be provided with foot boards and with hand rails or hold-fasts, attached to the sides of the Carriages, for the security of persons passing along the foot boards. The foot boards shall be not less than eight inches broad, and shall extend the whole length of the frame of the Carriage, terminating evenly with the ends of the Buffers when pressed home.

8. Gates at Level Crossings shall be constructed to close across the public roads, and shall not close across the Line of Railway, except on great thoroughfares, or under special sanction of Government.

9. In every Train for the conveyance of Passengers, there shall be a loaded Van or Truck interposed between the tender of the Engine and the first Passenger Carriage.

In Mixed Trains the Goods Wagons shall be to the front, and, if there is a Powder Van, it will be placed in the rear part of Train.

10. No Locomotive Engine shall, on any account, be employed to push a Train from behind, except in "shunting" from a Main Line to a siding, or in the event of an accidental obstruction obliging a Train to return to the nearest Station.

11. No Train shall be despatched from any Station without a Break Carriage, and one or more Guards, and all the necessary Lamps.

12. When Engines or Trains are run at night, the Station Signal Lamps and Train Lights shall be lighted at sun-set: and during the twilight, both the Day and Night Signals shall be used. The Signal Lamps shall not be put out in the morning until sun-rise.

Station Lamps shall be lighted one full hour before the arrival of an Engine or Train, and not extinguished until the said Engine or Train has passed, and its arrival at the next Station has been reported.

13. No Engine shall be driven tender foremost on the Main Line (unless when shunting) into a siding, without the written order of the Locomotive Superintendent, for which he will be held responsible, or from unavoidable necessity, which the Engine Driver will be required to establish.

14. No Engine, Carriage or Wagon, shall cross or "shunt" on or from the Main Line until the proper Signal has been sent back or exhibited both up and down the Line.

15. The Statistics of Traffic shall be recorded in the fullest detail, and on a uniform system according to such forms as are now or may hereafter be prescribed for general adoption.

16. All serious accidents, whether happening on the open or unopened portions of the Line, are to be reported monthly by the Company to the Government in the form prescribed.

17. In cases of accidents attended with serious personal injury, the nearest Station Master will give *immediate* notice by wire and by letter to the nearest Officer of Police, and to the Magistrate or Assistant Magistrate having jurisdiction, *and also direct to the Agent of the Company who will at once inform the Government.*

18. A complete report after full enquiry should follow as soon as practicable from the Heads of Departments concerned, addressed to the Agent who will submit the papers to Government without any unnecessary delay.

SECTION II.

REGULATIONS GENERALLY APPLICABLE TO THE SERVANTS OF THE RAILWAY COMPANY.

1. Each servant is to devote himself exclusively to the Company's Service, attending at such hours as may be appointed, and residing wherever he may be required.

2. He is to obey promptly all instructions he may receive from persons placed in authority over him by the Directors, or by their Agent in India, and must strictly conform to all their orders, in addition to the General Rules and Regulations of the Company.

3. If without special agreement of service, he must not cease to perform his work or quit the service without having given one month's previous notice in writing of his intention. In case of his quitting without such notice, all claim for pay due will be forfeited. Salaries and wages of the Railway Establishments will be paid not later than fifteen days after they fall due.

4. He will be subject to summary dismissal for disobedience of orders, negligence, misconduct, or incompetency, or for any neglect of these Regulations, and will be held liable for all damages occasioned by misconduct or negligence. The pay of each man will always include his services during all such hours, whether early or late, as may be determined from time to time by his Foreman, and which hours will be so arranged as to give each man a fair average day's work.

5. No instance of intoxication on duty will ever be overlooked, and, besides being dismissed, the offender will be liable to fine or imprisonment, by the Magistrates of the District.

6. The first and most important duty of all the Company's officers and servants is to provide for the public safety; to prevent any obstruction on the Main Line which can be avoided, and to remove it instantly should it occur; to take special care at all times that the "Danger" Signals, as hereafter denoted, are properly worked; to protect Trains standing on the Line; and to see that Signals are shewn in sufficient time to warn all parties of the obstruction during the time that impediments (of any description) to the safe passage of Trains may exist.

7. In order to secure the observance of this Rule, it is required that the clerk or person in charge of any Station or Siding, as well as the Signalman, shall be first apprized verbally by any servant of the Company, whose duty it may be to remove any Engine, Carriage, Wagon, Truck or anything which may obstruct the passage of the Train into or across the Main Line, that he is about to do so; and the person in charge of such Station or place shall thereupon personally attend to that business, in order to see that the proper signals of danger have been shewn, and he shall attend to his duty until the Line shall again be quite clear or unobstructed.

8. The responsibility of any other servant of the Company than those specified in the last Rule is in no way lessened by it, and all persons whose duty calls them to assist, or who are present on any such occasion as is specified above, will be held individually responsible for the protection of the Engine or Train from interruption or danger, and for keeping the line clear, and the Signals properly shewn.

9. The conduct of all the servants of the Company is to be regulated by a prompt, civil, courteous and obliging attention to every person with whom they may have intercourse; they must at all times make full and satisfactory answers to all inquiries, and invariably give their names and occupations to persons who may require to know them; and any instance of rudeness, incivility, or want of proper attention to Passengers, will be met by the summary dismissal of the servant so misbehaving.

10. No money or gratuity in the shape of fee, reward, or remuneration, is allowed to be taken from the Passengers or other persons by any servant of the Company under any pretence whatever, even though the regulated hours of duty shall have expired. Any servant receiving any gratuity, will be immediately dismissed from the service.

11. Swearing and immoral and indecorous language are strictly prohibited, and also violent altercation and threats.

12. The Company reserve the right to deduct from the pay of their servants such sums as may be awarded as fines for neglect of duty, which will be appropriated for such purposes as the Directors or their Agent in India may think fit.

13. No person is allowed under any circumstances to absent himself from his duty without permission from the head of his department.

14. Smoking is strictly prohibited in the Carriages and in the waiting-rooms at Stations; the use of Beer and Spirituous Liquors is in like manner forbidden, except in the refreshment-rooms, or other places set apart for that purpose.

15. No person, except he be in the service of the Company and on duty, is allowed to walk along any part of the Railway without a written permission from the Resident Engineer, or the head of the Executive Department.

16. Any servant of the Company or other person having occasion to walk along the Railway is to walk clear of the Rails altogether, unless his duty should require him to pass between them. Any person who may be obliged to walk through a tunnel is to keep close to the wall on his right hand.

17. In case of accident or obstruction to the Train, the safety of the Passengers must be deemed of the greatest importance. The most prompt mode of communicating the circumstance to the next Station and to head quarters must be adopted, and all possible assistance may be demanded from, and must be promptly rendered by, any servant of the Company whose services may be of use under such circumstances.

18. Every person receiving uniform must wear it on duty clean and neat, and if any article of dress, tools or other things provided by the Company, shall have been improperly used or damaged, the person receiving will be required to make it good. On leaving the Company's service, each article of dress, tools or other things which have been supplied, must be delivered up.

19. Every servant of the Company is required to report immediately to his superior Officer any infringement of the Rules and Regulations which may come to his knowledge.

20. The Book of Rules in English is to be kept in the possession of every Engineman, Fireman, Guard, Switchman, Policeman, Platelayer, Ganger and Foreman, and such other servants understanding English, to whom it may be delivered, and any such servant found without one, will be fined by the Head of his Department such a sum as he may think proper. It must be produced when required, and if defaced or torn, a new one will be supplied at the cost of the party; and any person who may have lost his copy of the Rules, is required immediately to apply to the Head of his Department for another; and all servants of the Company, whose duty renders them in any degree responsible for the safety of the Passengers, the Company's property, or that of their fellow-servants, must be thoroughly and perfectly conversant with all the Rules contained in this Book, their special attention being directed to those which refer to their own particular duties; and in every case where the assistance is required of persons who are not conversant with all such Rules, these persons must be strictly prohibited from doing any act or work on or within ten feet of the Main Line, except in the presence of, and under the immediate directions of, some officer or servant who is perfectly conversant with all the Rules and Regulations of the Company.

21. Each Native subordinate who may be unacquainted with the English language will be provided with a translation into his own tongue of these Rules, or of the Section relating to his peculiar duties. He will be required to make himself thoroughly acquainted with its contents, to carry it about with him, to produce it when called upon to do so, and, if lost, to take the measures for replacing it, prescribed in the foregoing clause.

22. Any articles found by any of the Company's servants in any of the Carriages, or at a Station, or on any other part of the Company's property, must be immediately sent to the person in charge of the nearest Station, by whom it is to be forwarded to the Traffic Superintendent's Office for registration; any breach of this Rule, will be visited with severe punishment.

23. When any accident occurs on any part of the Line, it must be immediately reported to the nearest Station Master or Station Clerk, and as soon as possible to the Heads of Departments, *i. e.*, Engineering, Locomotive, and Traffic.

24. Every servant of the Company is specially invited to communicate to his superior Officer, anything calculated to promote the interests of the Company, or the safety and convenience of the Public.

25. Reports or other communications are, if practicable, to be made by wire or in writing; verbal messages are strictly prohibited, except in cases where writing materials are not procurable.

SECTION III.

SIGNALS.

Red is a Signal of Danger to "Stop."

Green " " Caution to "Proceed Slowly."

White " " All right to "Go On."

The Signals will be made by Flags in the day-time and by Lamps at night.

In addition to this, any Signal, or the Arm waved violently denotes "Danger," and the necessity of stopping immediately.

SECTION IV.

HAND SIGNALS BY DAY.

1. When the Line is clear, or nothing to impede the progress of any Engine or Train, the Policeman will stand erect, with his Flag in his hand, thus—



2. If it is necessary to proceed with CAUTION, the Green Flag will be elevated thus—



Or in the absence of the Flag, one Arm will be held up thus—



3. If it is necessary to proceed with CAUTION, from any defect in the Road or Rails, the Green Flag will be depressed thus—



4. If required to STOP, the Red Flag will be shewn and waved to and fro, the Policeman facing the Engine thus—



Or, in the absence of a Flag, by both Arms being held up thus—



5. Engine Drivers seeing a Red Signal, whether it be by Flag, Lamp, or any other contrivance, are required, under all circumstances, and without exception, to stop their Engine as soon as possible.

6. As soon as the Engine passes, the Policeman will bring his Flag to his shoulder.

SECTION V.

DETONATING SIGNALS.

Detonating Signals are to be used in addition to the regular Day and Night Signals; in cases of fog, of obstructions or obstacles, a supply of not less than twelve shall be kept at each Station, in a place known to all servants, so that they may be obtainable at all times. These Signals are to be placed on the Rail (label upwards), by binding the lead clip round the upper flange of the Rail. When the Engine passes over the Signal, it explodes with a loud report, when the Engineman must instantly stop, and the Guard or Fireman must immediately protect the Train by going back and placing one of these every 100 YARDS, for a distance of ONE QUARTER of a mile; the Train may then proceed slowly to the place of obstruction. When the occasion for using them has passed by (by the removal of any obstacle or otherwise), the Signals must be removed from the Rail.

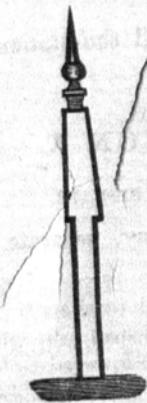
SECTION VI.

SEMAPHORE SIGNALS.

1. The Signals are constructed with either one or two Semaphore Arms.

2. The Signal is invariably made on the left-hand side of the Post, as seen by an approaching Engine Driver.

3. ALL RIGHT is indicated by the left-hand side of the Post being clear, the Arm being withdrawn in the Post thus—



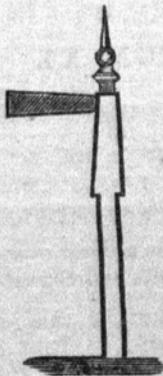
4. The CAUTION Signal to slacken speed is shewn by the Semaphore arm on the left-hand side being raised to an angle of 45 degrees thus—

which must always be kept up for 15 minutes after a Train or Engine has passed.

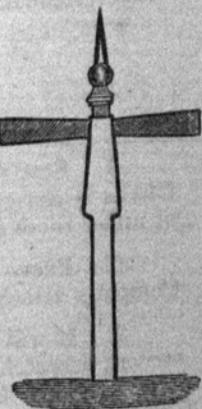


5. The DANGER Signal to stop is shewn by the Arm being raised to the horizontal position, thus—

which must always be kept up and only turned off to allow a Train to pass, after which it must be immediately turned on again.



6. When the two Arms are raised horizontally, both Lines are obstructed.



SECTION VII.

FIXED SIGNALS BY NIGHT.

1. The ALL RIGHT Signal is shewn by the WHITE LIGHT.
2. The CAUTION Signal is shewn by the GREEN LIGHT.
3. The DANGER Signal by the RED LIGHT must always be shewn, and is to be turned off only to allow an Engine or Train to pass.

SECTION VIII.

TRAIN SIGNALS.

1. No Engine or Train shall start from any Station between sun-set and sun-rise without the Red Head and Tail Lamps being lighted, and these Lamps must be examined wherever the Train stops, to see that they are still attached and burning clearly.

SECTION IX.

STATION SIGNALS.

1. When the Line is single, the "Danger" Signal must be always kept "on," and only turned off to allow a Train to come up to the Platform, after which it must be turned on again. Should a second Train arrive from either direction, the Pointsman having given his Signal, the "Danger" Signal shall be turned off, until the newly arrived Train shall have passed the Points to the Main Line, where it will remain protected by the "Danger" Signals, until the Train at the platform has moved out. The Train on the Main Line will then "shunt" or back to the Points, and be passed to the Platform.
2. Every Train and Engine will stop at all the Stations, or will only be allowed to pass, when the Signal "All Right" is shown.

SECTION X.

JUNCTION SIGNALS.

1. At the Junction of two Lines of Railway, separate Signal Posts will be provided for each.
2. All the Signals at Junctions must be kept to shew "Danger," except when an Engine or Train approaches which it is not necessary to stop, in which case the Signal on the Line in which such Engine or Train is coming, must be lowered to "Caution," all the other Signals being kept at "Danger." Engines or Trains on the Main Line must have the preference of, and be allowed to precede, any Engine or Train on the Branch Line; the Signals at Junctions must never, on any account, be lowered below "Caution," and after the passing of any Engine or Train, they must be kept at "Danger," and only moved from this position to allow Engines or Trains to pass.
3. A Red Board or an additional Tail Lamp attached to the back of an Engine or Train, denotes that a Special Train is to follow, and care must be taken to attach such Board or Lamp to any Train starting from a Station, where notice has been given of a Special Train to follow.
4. If any Signal is out of order, it must be immediately reported to the Traffic Superintendent.

SECTION XI.

STATION MASTERS OR CLERKS IN CHARGE OF STATIONS.

1. Station Masters will receive orders from, and report to the Traffic Superintendent. Clerks in charge of Stations will be under the immediate orders of the Traffic Superintendent, or under those of a neighbouring Station Master, as may be ordered in each case.
2. Every Officer in charge of a Station has control over all the Servants of the Railway Company attached to the Station, or to the Points and Signals connected with it.
3. It will be the special duty of every Officer in charge of a Station to attend to the arrival, despatch, and departure of Trains. He will be held answerable for the Station buildings and the Company's property attached to them. He is also to be responsible for the

faithful and efficient discharge of the duties devolving upon all the Company's servants at the Station. He will bring fully to the notice of his official superior all misconduct and inefficiency on the part of his subordinates. He is to take care that all signals, gates and points, are in complete working order by day and night, and shall give notice to the Inspector of Permanent Way of the Division, immediately on any repairs being required thereto; and in case any part becomes deranged or broken, he must immediately order the nearest Platelayer to get the same made perfectly safe; and he will be held responsible for the consequences of any accident that may occur from the defective state of the signals, gates or points, under his charge, unless the same shall have been previously reported as hereby required.

4. He is to see that all general and other orders are duly entered and executed, and that all books and returns are regularly written up and kept.

5. He is to see that all the servants obey the rules and regulations, and is to pay particular attention to the Signals, and to the rules respecting them, and to see that the Signal Lamps are lighted at sun-set; and during the interval between the dusk of the evening and dark, both the Day and Night Signals must be used. The Signal Lamps must not be put out until sun-rise.

6. He is to inspect daily all the rooms, platforms and places connected with the Station, in order to see that they are neat and clean.

7. He is to see that all the Servants at his Station come on duty clean in their persons and clothes.

8. He must be careful that all stores supplied for the Station are prudently and economically used, and that there is no waste of oil, stationery, &c.

9. He is responsible for having the name of the Station distinctly called out from end to end of every Train stopping at the Station.

10. In case of obstruction or accident, he is to obtain all necessary assistance as soon as possible, and report such occurrence to Head Quarters immediately.

11. He is to take care that the establishment is on the alert, and that there shall be no obstruction on the Main Line near his Station, when any Train is due.

12. He is to see that all Carriages or Wagons, which may be left standing in the siding, are securely scotched, and the Breaks down.

13. Every exertion must be made for the expeditious despatch of the Station duties, and for ensuring punctuality in the Trains, and no Trains shall be started before the time stated in the Tables.

14. As a general rule, Passenger Trains are to take the precedence of Luggage Trains.

15. The Station Masters must leave to the discretion of the Engine-man to determine the load that may be sufficient for his Engine, but each case of refusal to take freight that the Station Master may wish to forward, must be reported to the Traffic Superintendent.

16. The Clerks of the several Stations are to deliver Tickets to all persons booking their places for conveyance by the Railway, with the exception of those who would come under Clause 17, Section XI., and no one is to be allowed to pass on to the Platform unless a Ticket is produced.

17. No person suffering from a contagious disease, such as small-pox, cholera, measles, scarlet fever, diphtheria and hooping cough shall enter a railway carriage without previously notifying to the Station Master that he is so suffering.

18. Any one having in charge a person suffering from a contagious disease shall be subjected to the same restrictions while travelling by Railway as if he himself were suffering from the disease.

19. If any Railway carriage has been entered by a person suffering from a contagious disease, such carriage shall be disinfected within 12 hours after it has arrived at its destination in the manner prescribed below (Rule No. 24), and no passenger shall be allowed to travel in it until this disinfection has been carried out.

20. The Railway Company, if called upon not less than six hours before the departure of the Train, shall provide at the usual rate of fare charged for an entire carriage or compartment a separate carriage or a separate compartment in a lower class carriage for the conveyance of any person suffering from a contagious disease, such compartment to have no communication with the other compartments of the same carriage.

21. If, on the arrival of a train at any station it shall become known to the Station Master thereof that any person travelling by that train is suffering from any contagious disease, he shall at once proceed to remove *other* travellers from the carriage or compartment.

22. The rules regarding persons suffering from contagious diseases shall also apply to the conveyance of the dead body of any person who may have died of a contagious disease; excepting in regard to the rate, which is special for corpses.

23. Any compartment which has been used for the conveyance of a person suffering from a contagious disease or of the body of a person who has died of such disease shall be disinfected in the following manner.

24. Every portion of the interior of the carriage shall be washed over with boiling water, containing in each gallon a wine-glass full of carbolic acid, after which sulphur shall be burnt in each compartment and the doors and windows kept closed on the sulphur fumes for two hours.

25. If a Guard or Station Clerk have reason to suspect that any Passenger has been travelling on the Railway without having paid the proper fare, he may require such person to produce his Ticket, and if any passenger shall refuse to shew his Ticket, or to deliver the same up when required, or shall commit any other offence against the Rules and Regulations of the Company, the case shall immediately be investigated by the Chief Clerk of the Station where the occurrence may take place, who is to exercise his discretion as to the proceedings to be taken, always reporting to the Traffic Superintendent what has been done.

26. The power of detention is to be exercised with great caution, and never where the address of the party is known, and his position, such as will afford reasonable security for his appearance to answer the charge, or where adequate security is offered for such appearance. When it shall be necessary to detain any party, such detention shall not continue for a longer period than is absolutely necessary, but he shall be conveyed before a Magistrate, with as little delay as possible.

27. Passengers not producing their Tickets are required to deposit the amount of the whole Fare from whence the Train started, until inquiry can be made, in order to ascertain whether the Fare has been actually paid or not; in every case, the circumstance must be inquired into without delay, and reported to the Traffic Superintendent.

28. As it is the intention to defraud which constitutes the offence, it is very desirable that the power of detention should be exercised with caution and discretion, as cases may frequently occur of persons travelling unintentionally beyond the distance for which they have paid their Fare, or even against their wish, and the right of detention is only applicable, in cases of what is termed over-riding, to parties who knowingly and wilfully proceed beyond the place to which they are booked, and that not only without previously paying the additional Fare for the original distance, but also with intent to avoid payment thereof.

29. An account of all unclaimed Luggage, and any Property or Articles found in the Line and on Company's premises, must be kept by the Clerk in charge, and all such articles or things must be sent to the Traffic Superintendent's Office, at the end of each week, together with a List thereof.

30. Persons in charge of Stations must be careful in seeing that the Station Clocks are kept at the proper time, and in working order.

31. No Station Master is allowed to absent himself from the duties of his Office, unless with leave from the Traffic Superintendent, except from illness, in which case he must immediately inform his superior, and in the meantime he must take care that some competent person is entrusted with his duties.

32. Smoking is not allowed either in the Carriages or in the Waiting Rooms at the Stations. In the event of any person being drunk and disorderly, or conducting himself to the annoyance of others, the Station Master is to use all gentle means to stop the annoyances and if the offender persists, the Station Master is to remove him from the Company's premises.

33. Each Officer in charge of a Station shall be accountable for the Tickets entrusted to him, and for the money collected in his Station, unless that responsibility shall have been separately vested in a Cashier or booking Office Clerk.

SECTION XII.

GUARDS.

1. Every Guard must be in attendance at the Station at least half an hour before the time appointed for his Train to start.

2. Each Guard is to take with him the following Articles, *viz.*:

- 1 Time Table.
- 1 Monkey Wrench.
- 2 Levers.
- 1 Tail Rope.
- 1 Screw Jack.
- 2 Fire Buckets.
- 1 Red Tail Board.
- 1 Case of Detonating or Fog Signals.
- 1 Hand Signal Lamp.
- 1 Gallon Can of Oil.
- 1 Time Piece and Bell.
- Red and White Signal Flags.
- A few spare centre Chains and Shackles.
- A Double-hooked Chain.

3. He shall receive instructions from the Station Master, to whom he is to make known whatever is wanting.

4. He is to see that his Break is in good working order, and that the Lamps of the Train are in good order, and that they are lighted between sun-set and sun-rise, and also that the Carriages and Wagons in his Train are in good order and properly coupled and screwed up; that the cord to the Whistle Gear is attached and passed along the Vehicles composing up the Train and the end secured to the Guard's Van; and also that the Axle bearings of all the Vehicles are oiled or greased as the case may be.

5. The Train, when in motion, will be under the control of the first Guard (the Guard in charge will occupy the Van at the end of the train). The Passengers and property in the Train will be under his charge; he will be responsible for the safety and regularity of the whole; he is to keep the time as given to him by the Station Master at the principal Terminus, by which he is to regulate his Time-piece daily, and which time he is to give to the Clerks at the intermediate Stations; he is to see every Carriage detached which may be destined for any intermediate Stations; he is to attend to the Luggage and enter up his Way Bill correctly.

6. When a second Guard goes with a Train, he is to attend to the instructions of the first Guard, and to assist him in any way that may be required.

7. Guards must regularly signal to the Engineman that all is right; but when anything is wrong, they must give the "Caution" or "Danger" Signal, and if not observed, they must draw the cord and sound the shrill whistle to which it is attached. The Signal from the Engineman to the Guards will be by the Guard's deep-toned trumpet Whistle, on hearing which the Guards must immediately apply their Breaks.

8. On arrival at a Terminus, the Guard or Guards are not to leave the Platform until they have delivered over all Parcels and Luggage to the person appointed to take charge of them, and if any article is missing, they are to report the same to the Officer in charge of the Station.

9. The Guard is also to report any unusual circumstances which he may have observed during the journey, and any Carriage, Wagon, &c., which may require examination.

10. The doors of the Carriages on the side furthest from the platform are always to be locked, and the Guards are charged to request Passengers to keep their seats in case of any stoppages on the road.

11. Guards are to exert themselves to prevent any breach of the Bye-Laws by Passengers or others, and to report such cases, if they occur. With regard to persons intending to defraud the Company, they are referred to Rules for Station Masters, &c., paras. 25, 26, 27, and 28, Section XI.

12. When a Train comes to a stand-still, or is only able to move on at a slow pace, the Guard is to see that competent persons be sent, both back and forward with Signals, to a distance of 600 yards. The Guard in the discharge of his duty is to use every exertion for the protection of the Train under these circumstances, and in case of emergency, he must go with a Signal himself the required distance; he is, however, except on such an emergency, to remain with his Train.

13. When it is necessary for the Guard to make a Signal to the Engineman, he must draw the cord attached to a shrill Whistle on the Engine and continue to pull it till the Signal is answered; but should this apparatus get out of order, the Break may be applied, or a Flag or Lamp is to be waved to attract the Fireman's attention.

14. The Guards must pay strict attention to see that the Fare of each Passenger, and the charge on every article is properly booked and the Fare paid; if he has reason to suspect that any Passenger has not paid his Fare, he is to request such person to show him his Ticket, and in default thereof, he is to report such case to the Clerk at the next Station, and enter it in his report. When the Passenger wishes to change from an inferior to a superior Carriage, the Guard must have this done by the Clerk at the first Station, to whom the difference is to be paid.

15. It is the Guard's duty to see that each Passenger is seated in the class of Carriage corresponding to his Ticket.

16. Prisoners and persons who are afflicted with insanity, or who, from any like causes, may be disagreeable to the other Passengers, must be placed in a separate compartment with the parties in charge of them.

17. When a Guard is in charge of a Train to which Goods' Wagons are attached, he must carefully examine the loading, and see that it is well protected and secured, and especially that it does not overhang the sides.

18. He must see that goods of a combustible nature, such as might possibly take fire from a spark or hot cinder, shall be completely sheeted and tied down.

19. He is to be careful in delivering all invoices, letters, despatches, and other things lawfully committed to his care.

20. He is to examine the Tickets on the Wagons and compare them with the Way Bill, and must have any discrepancy rectified before starting.

21. He shall not permit any person to ride in the Guard's Van or Break-Wagon, without a special order.

SECTION XIII.

ENGINEMEN AND FIREMEN.

1. Every Engineman must be with his Engine at least 45 minutes before the time appointed for starting with the Train, to see that his Engine is in proper order, and sufficiently supplied with Fuel, Water, Signals, Lamps, &c., &c.,—and every Fireman must, for the same purpose, be with his Engine at least one hour before such Train is to start.

2. At five minutes before the hour of starting with any Train, and not sooner, the Engineman must place his Engine in front of the Train; after that time, and until the end of the journey, he will receive his orders from the Guard in all matters affecting the starting, stopping, or movement of the Train; and he must promptly obey all orders or signals given to him, whether by the Station Master or the Guard, so far as the safe and proper working of his Engine will permit him to do.

3. No person, except the proper Engineman, his Fireman and Assistant, will be allowed to ride on the Engine or Tender without permission of the Locomotive Superintendent, or in special cases, by an order in writing from one of the Chief Officers of the Company, with a notice to the Superintendent.

4. When the Engine is in motion, the Engineman is to stand where he can keep a good look out ahead, in which the Fireman, when not otherwise engaged, is to assist, and the Assistant Fireman is to keep a good look out for any Signals from the Guards of the Train, and see that the Carriages and other Vehicles in his Train are right; and both are to obey the Engineman's instructions.

5. Every Engineman shall have at all times on his Tender, or with him, the following articles:

- 1 Case of Detonating Signals.
- 1 Set of Lamps for Engine and Tender.
- 1 Set of Screw Keys.
- 1 Large and Small Monkey Wrench.
- 1 Screw Jack.
- 2 Pinch Bars.
- 2 Short Chains with Hooks.
- 2 Fire Buckets.
- 2 Hammers and Chisels.
- 3 Half-round Files.
- 1 Set of Oil Cans and Fillers.
- 4 Tube Plugs and 1 Driver.
- 1 Spare Clack, Pump or Injector Valve.
- 2 Syphon Cups.
- 1 Shovel and Fire Iron.

A few spare Bolts and Nuts, Cord, Flax, Spun Yarn and a Rope.

The Lamps are to be delivered into the Lamp-house when the journey is complete, and taken out again when required.

6. Enginemen are bound to observe all Signals, without exception and under all circumstances. Any Engineman neglecting a Signal is liable to dismissal, and to such other severer punishment as may be provided under the Railway Act. On seeing a Red Signal, he must, if possible, bring his Engine or Train to a stand-still, short of such Signal; he may then, if he can, make himself perfectly acquainted with the circumstance under which the Signal is exhibited, move his Train slowly inside the Signal for protection, and having moved sufficiently far to protect his Engine or Train, he must stand still until the "Danger" Signal is taken off.

7. In addition to the Red Signal, if an Engineman passes over a Detonating Signal, he must bring his Engine to a stand as quickly as possible.

8. As a general rule, Goods Trains must in all cases give way to, and assist Passenger Trains in keeping their proper time.

9. No special or extra Engine, with or without a Train, will be allowed to pass along a Railway, without previous notice or a written order from the Locomotive Superintendent, and without strict observance of the provisions of Clause 3, Section I, so as to provide against any risk of collision from one Engine meeting another, or overtaking a Train.

10. The particular attention of Enginemen, Firemen and Guards, is directed to the Level Crossings on the Line, either private or public (as the inexperience of the Natives renders them liable to accident); the steam Whistle is, therefore, to be sounded on approaching such places, and the Engine stopped, unless the Signal "All Right" be exhibited; and special orders will be issued regulating the speed of Engines or Trains over portions of the Line in which such Crossings occur.

11. Every Engineman on going out, is to take with him his Book of Time Tables and Special Instructions, and regulate by it the speed of his Engine; and when not attached to a Train, he is not to prolong his stay at any intermediate Station or place, unless otherwise instructed, or except when compelled to do so by accident or necessity.

12. When the road is obscured by steam or smoke from an Engine which has become disabled, and is stopping on a Siding, no approaching Engine is allowed to pass quickly through such steam or smoke, and on meeting a broken down or disabled Engine, the Driver must ascertain the cause of such stoppage, and report it to the next Station Master, and must render any necessary assistance.

13. Enginemen with Pilot Engines must be prepared, while on duty, to start immediately on receiving an order from their superior Officer.

14. Enginemen shall afford every assistance with their Engines that may be required for the arrangement and despatch of the Trains, and shall follow the instructions of the Guards in working them.

15. Guards will give Enginemen a Signal to start by a *Green Flag* by day and a *Green Light* by night; an "All Right" Signal to be given by the Guard by a white flag or light after leaving the platform, which the Engineman must answer by a short Whistle before starting, from the shrill Steam Whistle. In every case, when it is necessary for all the Breaks to be applied, he shall sound the Guard's deep-toned trumpet Whistle, and shall attend to any Signal made by the Guard, whether by pulling the communication cord and sounding the shrill Whistle, by waving Flags, or by application of the Break.

16. No Engineman with Train is to start without the Signal being given; he is to start cautiously to avoid the breakage of Couplings; he is also to exercise caution in the mode of stopping, and to be careful that it is not done suddenly, except in cases of emergency. He is to pay particular attention to the weight of the Train, the state of the Rails, and to sound the Whistle and use great caution in running past any Station, when duly authorized to do so.

17. No Engineman shall run his Engine Tender foremost (unless when shunting into a Siding), without the written order of the Locomotive Superintendent, or unless in cases of unavoidable necessity, to be established by the Engineman; in such cases, he shall not exceed a speed of **TWELVE MILES AN HOUR**.

18. In going through points at Junctions or Sidings, no Engine is to run at a greater rate than **FIVE MILES AN HOUR**.

19. An Engineman is never to leave an Engine in steam without shutting the Regulator, putting the slides out of gear, and screwing up the Tender Break, and he must on no account leave his Engine or Train on the Main Line, except in charge of the Firemen or some competent person.

20. No Engine shall cross the Line of Railway at an intermediate Station, without permission.

21. Particular caution must be used in foggy weather, or during heavy rain, by all the Company's servants engaged on the Line.

22. The shrill Whistle is to be sounded on approaching Stations, Level Crossings and Junctions, and all other places where obstructions are likely to take place.

23. Should fire be discovered in the Train, the Steam must be instantly shut off, and the Train brought to a stand, the proper Signals put on, and the burning Wagon or Carriages must be detached, and every exertion used to put out the fire with the least possible delay. No attempt must be made to run even to the nearest water tank, if it is more distant than 300 yards from the place where the fire is discovered, as such a course is dangerous.

24. If any portion of a Train breaks loose when in motion, the Engineman will stop carefully to have it re-attached.

25. Every Engineman at the end of his journey is to report to the Locomotive Superintendent or his Foreman,—1st, the state of the Engine and Tender;—2nd, any defect in the Road, Works, Signals, or any unusual circumstances that may have taken place during his journey, and fill up such returns as may be required of him.

26. No Engine without a Train shall pass along the Line after sun-set, unless a **RED TAIL LAMP** shall be lighted at the back thereof, in addition to the Lamp in front, which, on a single Line, will also be **RED**.

27. A **RED BOARD** or **RED FLAG**, or an additional lighted **RED TAIL LAMP**, placed at the back of the Engine or Train, denotes that an Extra Train is to follow.

28. Every Engine will carry in addition to the Engineman and Fireman, an Assistant Fireman, whose duty will be strictly confined, when the Train is in motion, to watching any Signals which may be made by Guards or others, and to any irregularity in the motion of the Trains, and to act generally as an Assistant under the direction of the Engineman. The Fireman and Assistant Fireman may relieve each other by changing places at such periods or stages of the journey, as may be determined upon by the Superintendent or his Foreman.

29. When two Engines are working together, the second Engineman must watch for, and take his Signals from the leading Engineman; but should the Second Engineman discover anything wrong, he must sound his Whistle to warn the Engineman in front, so that the two may always check each other and stop together.

30. When the assistance of a second Engine may be required to propel a Passenger or Goods Train, the Assistant Engine must invariably be attached in front.

SECTION XIV.

POLICEMEN AND POINTSMEN.

1. Every Policeman on duty is to stand upon the Line clear of the Rails, and give the proper Signal on the passing of a Train.

2. The duties of Pointsmen are very simple, easily understood and remembered, and are at the same time not heavy, but they require great care, attention, and watchfulness, for any neglect of them may cause very serious accidents; they are warned, therefore, always to be on the alert and cautious in the discharge of their duty.

3. The Pointsman is to be careful in keeping his Points clear, and well oiled, and whenever a Train or Engine has passed over, he is to remove any particle of coke or dirt that may have dropped between the points, so as to prevent them from closing, and must also see that they are replaced in their proper position; he is to try his Points before the passage through of a Train, that he may be thoroughly satisfied that there is no impediment to their true working; and in any case where Facing Points exist, these precautions become ~~more~~ ^{more} important.

4. If the Points are out of order, he must immediately report the fact to his superior Officer.

5. If he is in charge of Signals, he must pay particular attention to the Rules for working Signals, and must report immediately any derangement in the Signal Lamps or means of working them.

6. Policemen and Pointsmen are responsible for all Lamps under their charge being trimmed and showing a clear and distinct light, and also for a supply of Fog Signals and other necessaries being in their possession.

7. They are not to allow strangers to trespass on the line without written authority and are to be careful in carrying out the Regulations of the Company. Policemen are to take into custody persons offending against the provisions of the Railway Act.

8. Every Pointsman on duty will be supplied with Flags and Hand-lamp Signals, to aid him in calling the attention of the next Pointsman in communication with him.

9. The attention of Policemen is called to the Rules for Enginemen in cases where the line may be obstructed, and they must render all assistance in their power under such circumstances.

10. The attention of Policemen is particularly directed to the several private Crossings in the Line (not Public Highways); they must see that the Law for regulating such places is strictly carried out.

11. In the case of Pointsmen entrusted with the charge of gates at Level Crossings at the end of Stations nearest to the points, they must first close and fasten the gates across the public road one quarter of an hour before the expected passage of an Engine or Train, and then attend to the points until the Engine or Train shall have passed clear of such road crossing, when the gates can be re-opened.

SECTION XV.

GATEMEN AT LEVEL CROSSINGS.

1. All Level Crossing Gates closing across the Line, must be provided with RED Signal Boards, and with a Lamp showing RED up and down the Line, when the Gates are closed across the Lines.

2. Every Gateman will be provided with Day and Night Signals, which he must keep in proper order, reporting immediately any defect he may observe to his superior Officer.

3. The gates must be kept open to the public road, except when any Engine or Train is due and expected, or is heard or seen approaching, at which time, such Gates are to be closed and fastened across the Public Highway; and until such Engine or Train has passed clear of such Highway, the gates are to be kept closed, and no person or thing to be allowed within them. While the gates are open to the road, the "Danger" Signal must be exhibited both up and down the Line.

4. In all cases the Gateman, when signalling, is to stand in a position where he can be seen by the approaching Enginemen.

5. If the Gatekeeper observe any gates or fastenings to be out of order, he must immediately report to his superior Officer, and in case any part becomes deranged, he must immediately report to the nearest Platelayer, in order to the gates being made perfectly safe.

6. Gatekeepers are to prevent, as much as possible, any person trespassing upon the Railway, and every case of trespass must be immediately reported to their superior Officer; and they are also to report any irregularity of Signals or other infringements of the Company's Regulations, whether of Platelayers or others in the Company's service.

SECTION XVI.

FREE PASSES.

Servants and others connected with the Railway are required to book and pay their Fare the same as other Passengers, except those Officers or persons to whom passes may have been granted in the proper forms.

SECTION XVII.

FORMS TO BE SIGNED BY THE COMPANY'S SERVANTS.

(No Stamp required.)

Form to be signed by the Company's Servants engaged in England on their arrival in India, being in modification of Section XVII. of the General Rules and Regulations for Railways in India, made in conformity with Section XXIX. of Act XVIII. of 1854, and published in Gazette of India, page 1454, dated 26th October 1867.

I, , a servant of the Oudh and Rohilkund Railway Company, in the Department, hereby declare that I have received a copy of all the Rules, Instructions, and Regulations for the conduct of the Company's Servants in that Department, that they have been read (by)* * When the man cannot read, omit "by," and fully explained to me, and that I clearly understand them; and I hereby accept and bind myself to obey and abide by these Rules, Instructions, and Regulations.

Dated this day of

187 .

Signed in the presence of

(THIS FORM REQUIRES A STAMP ACCORDING TO THE AMOUNT OF SALARY AS PER CLAUSE 7, SCHEDULE A. OF THE STAMP ACT.)

Form to be signed by the Company's Servants engaged in India, being in modification of Section XVII. of the General Rules and Regulations for Railways in India, made in conformity with Section XXIX. of Act XVIII. of 1854.

I, , a Servant of the Oudh and Rohilkund Railway Company, in the Department, hereby declare that I have received a copy of all the Rules, Instructions, and Regulations for the conduct of the Company's Servants in that Department, that they have been read (by)* and fully explained to me, and that I clearly understand them; and I hereby accept and bind myself to obey and abide by these Rules, Instructions, and Regulations as the terms on which I am personally to serve the Company for the hire of Rs. per month.

Dated this day of

187 :

Signed in the presence of

SECTION XVIII.

REGULATIONS FOR INSPECTORS, FOREMEN, MISTRIES AND LABORERS, ENGAGED IN REPAIRING THE PERMANENT WAY AND WORKS.

1. Each Inspector will have a District of the Line under his charge, and will be held responsible for the condition of the Permanent Way and Works on his District. He must keep an account of all materials used, and must see that none are wasted.

2. He must take care that the Foreman and Mistries are supplied with copies of the Rules and Regulations. He shall furnish them also with proper Signals and Lamps and accurate Gauges for the Line, and all necessary Tools, which he must require them to produce once in every month for his inspection, that he may ascertain if the Gauges are correct, the Tools and Signals in good order, and that no articles have been lost.

3. It will be his duty to see that the men employed under him are active and efficient in the discharge of their duties, and that they attend carefully to the Rules and Regulations laid down for their guidance, and to make a monthly return of each man's time.

4. He must examine frequently the Bridges, Points, Crossings, Turntables, Water Cranes, Signals, and all other works on the Line, and report upon them to the Engineer, as occasion may require.

5. He must have a list of the names and abodes of every Foreman and Mistry in his District, so that in case of accident, he may be called upon to summon his laborers immediately, to assist in any way that may be deemed necessary; and should any obstruction or casualty take place, each Foreman or Mistry is instantly to collect the required strength, to remove the obstacle, or render their assistance.

6. He must regulate, under the orders of the Engineer in charge, the working of the Ballast and Earth Trains, and must take care that nothing is done which involves risk to the Train, or danger to the men employed.

7. He must report to the Engineer all cases of neglect, accident, or irregularity occurring upon his District.

8. He must promptly obey all the orders of the Engineer, and it will be his special duty to report to the Engineer any case in which these Rules have been infringed or disregarded.

9. He must thoroughly acquaint himself with the working of all these Rules and Regulations, and with the Code of Signals in use on the Railway, as he will be held responsible for any breach of them by his subordinates.

10. The Foreman and Mistries of the Platelayers and Laborers will receive their instructions from the District Inspector, and will be under his charge.

11. Each Foreman and Mistry will be supplied with a copy of these "Rules and Regulations," which he is always to have with him while on duty. He must thoroughly acquaint himself with them, and specially with the working of the Signals, and must read and explain them to the men under him, and must produce them when required to do so.

12. Each gang will be supplied with such Tools as are necessary, and the Foreman or Mistry will be responsible for the care of them.

13. Each Foreman or Mistry will be supplied with the following Signals:

Two Red Flags.

Two White ditto.

Two Green ditto.

Two Hand Lamps for each, showing Red, Green, and White Lights, and six Detonating Signals, all of which must be used as directed in the Rules for Signals.

14. He will be held responsible for the conduct of the men under him, and for the state of the Permanent Way, the Gates, Fences, Ditches, and all other works on the portion of the Line allotted to him.

15. No trolley is to be placed on the Line, without the permission of the Inspector of the District.

16. When any material Truck or Trolley is upon the Main Line, it must be preceded and followed at intervals of half a mile by a man bearing a RED Signal, being a RED FLAG by Day and a RED LAMP by Night, or in a Tunnel.

17. Except in cases of emergency, the Plate-layers are not to take out any Rails on the Main Line, or perform any other operation involving danger to the Trains, without the permission of the Inspector, under whose personal supervision the work is to be done, and notice must be given to the Station Masters at each of the nearest Stations.

18. When any repairs or alterations of the road are to be done, which render it necessary to stop or slacken the speed of any Train, men must be stationed at a distance of HALF A MILE both up and down the Line, from the point of interruption, and must show as conspicuously

as possible their RED OR GREEN SIGNAL, as the case may require. They must keep a sharp look out for Trains, and must remain at their posts until the Line is again clear and safe.

19. All obstructions must be removed, and the Line made clear and safe, 15 minutes before any Train is due.

20. No impediment or obstruction of the Line is to be permitted by Platelayers in rainy or foggy weather, or at night, except by order of the Inspector who must advise the Station Masters, on either side, of the said obstruction.

21. In all cases of accident or emergency, the Foreman or Mistry, with his Laborers, must hasten to render all the assistance in their power, and must inform the nearest Station Masters as quickly as possible.

22. Each Foreman or Mistry must walk over the portion of the Permanent Way in his charge every day, before the departure of the first Train, and more frequently, if necessary, to examine carefully the state of the road, and to tighten any loose keys or fastenings.

23. The Platelayers must see that all Occupation Gates are kept shut and fastened, and must take care that cattle and other animals do not stray upon the Line.

24. Every Foreman or Mistry is required to order off all persons trespassing within the Fences on his District, and if such persons persist in remaining, he is to take them to the nearest Station, and give them into charge of the Company's Station Master or Police.

25. Foreman or Mistris are to report if any gates, which the owners or occupiers of the land are requested to keep shut, have been left open, in order that the parties may be charged with the penalties.

26. He must take care that the Permanent Way is not raised in greater lifts than two inches, and that both Rails are lifted at the same time, and to the same extent, and that sleepers are firmly packed as the lifting proceeds, so as to leave as short a space as possible in imperfect connection.

27. On every occasion, when the lifting is required, the Foreman or Mistry must send men back and forward a quarter of a mile from the place, with a Green Signal to slaken the speed of any coming Engine.

28. No Sleepers, Rails, Tools, or Materials are to be laid within three feet of the Rails, and the ballast is not to be thrown up between the Rails to a greater height than three inches above them.

29. It is strictly prohibited to lay down or make use of Facing points unless a written order be given by the Engineer to do so, and a man approved by him is to be employed expressly to attend to such Points. No siding or switches shall be laid down at all, without the express permission of the Engineer given in writing. No temporary switches shall be used, excepting of such construction as shall be approved of by the Engineer. When a temporary siding is used, a man to be approved of by the Engineer shall be employed to attend to the switches. No siding is to be nearer than six feet to the nearest Rail, and in a Station 8 feet.

30. On the approach of a Train, the Platelayers must remove from the Line in which they are at work, soon enough to enable the Engineman to see that the Rails are clear, and they must move to the outside of the Line.

31. Any Luggage, or Goods or Articles of any kind, falling off the Train, are to be conveyed without delay to the nearest Station Master.

32. Each Foreman or Mistry must report to the Inspector of Permanent Way any case in which any of the Signals are disregarded by the Enginemen.

33. Each Foreman or Mistry is required, in the event of a flood, to examine carefully the action of the water through the Culverts and Bridges on his length, and should he see any cause to apprehend danger to the works, he must immediately exhibit the proper Signals for the Train to proceed cautiously or to stop, as necessity may require, and inform the Inspector thereof, and until the Inspector arrives, he must take all precautionary measures for securing the stability of the Line.

34. Each Foreman or Mistry must consider himself responsible for the safety of the Line in his District, and he must not permit any person, whether employed as a Platelayer, or in any other capacity, or under any pretence whatever, to commit any breach of these "Rules," or to do anything, by which danger is incurred. He must report all cases of neglect or disobedience to the Inspector, or he will be dismissed.

SECTION XIX.

REGULATIONS FOR BALLASTING.

1. A Guard or Breaksman must accompany each Ballast or Earth Train. He will be subject to the same Rules and Regulations as the Guards of Passenger or Goods Trains, and will be held responsible for their observance.
2. He must make himself acquainted with all the Company's Regulations and the use of the Signals.
3. The Guard or Breaksman of the Ballast Train has the authority to direct the Foreman and Mistries and others employed in repairing the Permanent Way and Works, to assist him in the proper working of the Signals.
4. No Ballasting is to be carried on, except by the express permission of the Engineer.
5. Ballast Engines are prohibited from passing along the Main Line in a fog, or during a heavy rain, except when authorized to do so under special circumstances, and shall not move faster than 15 miles an hour.
6. The Ballast Trains must be moved clear of the Main Line, at least 15 minutes before any Goods or Passenger Train is due.
7. When the Ballast Wagons are left on a siding, the Guard must lock a wheel of the Wagon nearest to the Points of the siding with the chain and lock provided for that purpose, so as to prevent the Wagons being moved on the Main Line.
8. The Guard must report to the Inspector any case in which a Platelayer or other workman has refused to carry back a Signal, or to obey any other instructions.

Sanctioned and issued by Order of His Excellency the Viceroy and Governor General of India in Council for observance on the Oudh and Rohilkund Railway, under Section XXVI. of Act XVIII. of 1854, as amended by Act XXV. of 1871.

LUCKNOW,
HEAD OFFICE,
The 12th June 1872.

J. P. BEADLE, Major-General, R. E.,
Agent.

C. H. DICKENS, Colonel, R. A.,
Secretary to the Govt. of India.

Registered No. 71.]

No. 36

of 1872.



The Gazette of India.

Published by Authority.

SIMLA, SATURDAY, SEPTEMBER 7, 1872.

Separate paging is given to this Part in order that it may be filed as a separate compilation.

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PART I.

Government of India Notifications, Appointments, Promotions, &c.

HOME DEPARTMENT.

NOTIFICATIONS.

PUBLIC.

Simla, the 4th September 1872.

No. 3491.—The Government of India, in the notification issued from this Department, under date the 21st August 1867, No. 3742, and published in the *Gazette of India* of the 24th idem, page 1221, promulgated, for general information, certain rules for the submission, receipt, and transmission of memorials, and other documents of the same class, addressed to Her Majesty, or to Her Majesty's Secretary of State for India, by private individuals, or by public officers of civil departments in India.

2. These rules declared that "no memorial would be received or attended to by the Home Government which had not been forwarded through the regular channel of the Governments in India," and that every memorial addressed to Her Majesty, or to Her Majesty's Secretary of State, "should be forwarded through the Local Government under which the writer is residing, or employed, with the view of affording an opportunity to such Local Government of expressing an opinion and offering an explanation."

3. Notwithstanding the promulgation of these rules, memorials have constantly been forwarded to England direct by persons in India; but they have invariably been rejected by Her Majesty's Government, and forwarded to the Government of India to be returned to the writers, with the intimation that Her Majesty's Government declines to entertain any representations from persons in India unless submitted through the Local Government or Administration.

4. Her Majesty's Secretary of State has recently returned a number of such memorials, and has requested the Government of India to notify, for general information, "that no communication from any individual resident in India can be considered by Her Majesty, or by Her Majesty's Government, which is not transmitted through the prescribed channel, *viz.*, that of the Local Government." Attention is, therefore, again drawn to the necessity of presenting such petitions to the Local Governments and Administrations for transmission by them.

The 5th September 1872.

No. 3509.—The following Regulations for the examination of candidates for the Civil Service of India to be held in London in April 1873, are published for general information

REGULATIONS FOR THE OPEN COMPETITION OF 1873.

N. B.—The Regulations are liable to be altered in future years.

1. On Tuesday, 1st April 1873, and following days, an examination of candidates will be held in London. At this examination not fewer than candidates will be selected, if so many shall be found duly qualified. Of these, will be selected for the Presidency of Bengal, [for the Upper Provinces, and for the Lower Provinces,] for that of Madras, and for that of Bombay.*—Notice will hereafter be given of the days and place of examination.

2. Any person desirous of competing at this examination must produce to the Civil Service Commissioners, before the 1st of February 1873, evidence showing—

- (a) that he is a natural-born subject of Her Majesty;
- (b) that his age, on the 1st March 1873, will be above seventeen years and under twenty-one years. [N. B.—*In the case of Natives of India this must be certified by the Government of India, or of the Presidency or Province in which the candidate may have resided.*]
- (c) that he has no disease, constitutional affection, or bodily infirmity unfitting him, or likely to unfit him, for the Civil Service of India; †
- (d) that he is of good moral character;

he must also pay such fee as the Secretary of State for India may prescribe.‡

3. Should the evidence upon the above points be *prima facie* satisfactory to the Civil Service Commissioners, the candidate will, upon payment of the prescribed fee, be admitted to the examination. The Commissioners may, however, in their discretion, at any time prior to the grant of the certificate of qualification hereinafter referred to, institute such further inquiries as they may deem necessary; and if the result of such inquiries, in the case of any candidate, should be unsatisfactory to them in any of the above respects, he will be ineligible for admission to the Civil Service of India, and if already selected, will be removed from the position of a probationer.

* The number of appointments to be made, and the number in each Presidency, &c., will be announced hereafter.

† Evidence of health and character must bear date not earlier than the 1st January 1873.

‡ The fee for this Examination will be £5, payable by means of a special stamp according to instructions which will be communicated to candidates.

4. The examination will take place only in the following branches of knowledge:

					<i>Marks.</i>
English Composition	...	...	...	...	500
History of England—including that of the Laws and Constitution	...	...	...	...	500
English Language and Literature	...	...	...	...	500
Language, Literature, and History of Greece	...	...	...	...	750
" " "	Rome	...	...	...	750
" " "	France	...	...	...	375
" " "	Germany	...	...	...	375
" " "	Italy	...	...	...	375
Mathematics (pure and mixed)	...	...	...	...	1,250
Natural Science, that is (1) Chemistry, including Heat; (2) Electricity and Magnetism; (3) Geology and Mineralogy; (4) Zoology; (5) Botany	...	...	...	...	1,000

** The total (1,000) marks may be obtained by adequate proficiency in any two or more of the five branches of science included under this head.

Moral Sciences, that is, Logic, Mental and Moral Philosophy	500
Sanskrit Language and Literature	500
Arabic Language and Literature	500

Candidates are at liberty to name before February 1, 1873, any or all of these branches of knowledge. No subjects are *obligatory*.

5. The merit of the persons examined will be estimated by marks; and the number set opposite to each branch in the preceding regulation denotes the greatest number of marks that can be obtained in respect of it.

6. No candidate will be allowed any marks in respect of any subject of examination, unless he shall be considered to possess a *competent knowledge* of that subject.*

7. The examination will be conducted by means of printed questions and written answers and by *vivā voce* examination, as may be deemed necessary.

8. The marks obtained by each candidate, in respect of each of the subjects in which he shall have been examined, will be added up, and the names of the candidates who shall have obtained a greater aggregate number of marks than any of the remaining candidates will be set forth in order of merit, and such candidates shall be deemed to be selected candidates for the Civil Service of India, provided they appear to be in other respects duly qualified. Should any of the selected candidates become disqualified, the Secretary of State for India will determine whether the vacancy thus created shall be filled up or not. In the former case, the candidate next in order of merit and in other respects duly qualified, shall be deemed to be a selected candidate. A selected candidate declining to accept the appointment which may be offered to him will be disqualified for any subsequent competition.

* "Nothing can be further from our wish than to hold out premiums for knowledge of wide surface and of small depth. *We are of opinion that a candidate ought to be allowed no credit at all for taking up a subject in which he is a mere smatterer.*"—Report of Committee of 1854. A deduction of marks will be made under each subject, including Mathematics.

9. Selected candidates before proceeding to India, will be on probation for two years, during which time they will be examined periodically, with a view of testing their progress in the following subjects:*

	Marks.
1.—Oriental Languages—	
Sanskrit	500
Vernacular [†] Languages of India (each)	400
2.—The History and Geography of India	350
3.—Law	1,250
4.—Political Economy	350

In these examinations, as in the open competition, the merit of the candidates examined will be estimated by marks, and the number set opposite to each subject denotes the greatest number of marks that can be obtained in respect of it at any one examination. The examination will be conducted by means of printed questions and written answers, and by *viva voce* examination, as may be deemed necessary. The last of these examinations will be held at the close of the second year of probation, and will be called the "Final Examination," at which it will be decided whether a selected candidate is qualified for the Civil Service of India.

10. Any candidate who, at any of the periodical examinations, shall appear to have wilfully neglected his studies, or to be physically incapacitated for pursuing the prescribed course of training, will be liable to have his name removed from the list of selected candidates.

11. The selected candidates who, at the final examination, shall be found to have a competent knowledge of the subjects specified in Regulation 9, and who shall have satisfied the Civil Service Commissioners of their eligibility in respect of age, health, and character, shall be certified by the said Commissioners to be entitled to be appointed to the Civil Service of India, provided they shall comply with the regulations in force, at the time, for that service.

12. Applications from persons desirous to be admitted as candidates are to be addressed to the Secretary to the Civil Service Commissioners, London, S. W., from whom the proper form for the purpose may be obtained.

June 1872.

THE Civil Service Commissioners are authorized by the Secretary of State for India in Council to make the following announcements:

(1.)—Selected candidates will be permitted to choose, ‡ according to the order in which they stand in the list resulting from the open competition as long as a choice remains, the Presidency (and in Bengal the Division of the Presidency) to which they shall be appointed, but this choice will be subject to a different arrangement, should the Secretary of State or Government of India deem it necessary.

(2.)—No candidate will be permitted to proceed to India before he shall have passed the final examination, and received a certificate of qualification from the Civil Service Commissioners, or after he shall have attained the age of twenty-four years.

(3.)—The seniority in the Civil Service of India of the selected candidates shall be determined according to the order in which they stand on the list resulting from the final examination.

(4.)—It is the intention of the Secretary of State to allow the sum of £50 after each of the three first half years of probation, and £150 after the last half year, to each selected candidate who shall have passed the required examinations to the satisfaction of the Commissioners, and shall have complied with such rules as may be laid down for the guidance of selected candidates.

(5.)—All selected candidates will be required, after having passed the second periodical examination, to attend at the India Office for the purpose of entering into an agreement binding themselves, amongst other things, to refund in certain cases the amount of their allowance in the event of their failing to proceed to India. For a candidate under age, a surety will be required.

(6.)—After passing the final examination, each candidate will be required to attend again at the India Office, with a view of entering into covenants, and giving a bond for £1,000, jointly with two sureties, for the due fulfilment of the same. The stamps payable on these documents amount to £1-10s.

(7.)—Candidates rejected at the final examination of 1875 will in no case be allowed to present themselves for re-examination.

* Full instructions as to the course of study to be pursued will be issued to the successful candidates as soon as possible after the result of the open competition is declared.

† Including, besides the languages prescribed for the several presidencies, such other languages as may, with the approval of the Commissioners, be taken up as subjects of examination.

‡ This choice must be exercised immediately after the result of the open competition is announced, on such day as may be fixed by the Civil Service Commissioners.

CIVIL SERVICE OF INDIA.

FORM OF APPLICATION; TO BE FILLED UP BY CANDIDATES.

To the Secretary,
Civil Service Commission.

Date _____

SIR,

I beg to inform you that I desire to be a candidate at the forthcoming examination for the Civil Service of India.

As required by the Regulations, I transmit herewith—

(1.) If a General Register Office certificate cannot be obtained, the instructions printed on the other side will show what evidence should be supplied. If evidence is already in the hands of the Commissioners, strike out "A certificate of my birth," and insert "Evidence is already in the possession of the Commissioners."

(2.) The terms indicated by the marks of quotation must appear in the certificate, which must be given after personal examination, and bear date not earlier than 1st January 1873.

(3.) Two testimonials must be sent bearing date not earlier than 1st January 1873. One of them should be given by an intimate acquaintance (not a relative) of not less than three or four years' standing; the other if the candidate has recently left school should be given by his late school-master, or if he has had employment of any kind by his late employer. If the candidate has been at any University, he should send a certificate of good conduct from his College tutor.

(4.) If mathematics be named, state whether pure or mixed, or both are intended; if natural science be mentioned, state which branches.

(1.) A certificate of my birth, showing that I was born on the day of 18, and that therefore my age on March 1, 1873, will be above 17 years (complete) and under 21 years.

(2.) A certificate signed by _____ of my having "no disease, constitutional affection, or bodily infirmity unfitting me for the Civil Service of India."

(3.) Proof of my moral character, *viz.*—

(1.) A testimonial from _____

(2.) A testimonial from _____

(4.) A statement of the branches of knowledge in which I desire to be examined, *viz.*—

I have also to state, with reference to section two, clause (a) of the Regulations, that I am a natural-born subject of Her Majesty.

I am,
SIR,
Your obedient Servant,

Name in full _____

Address _____

EVIDENCE OF AGE TO BE REQUIRED FROM CANDIDATES FOR THE CIVIL SERVICE OF INDIA.

I.—Every candidate born in England or Wales should produce a certificate from the Registrar-General of Births, Marriages, and Deaths, or from one of his provincial officers. This certificate may be obtained at Somerset House, or from the Superintendent Registrar of the District in which the birth took place.

II.—A candidate who is a Native of India must have his age certified by the Government of India, or of the Presidency or Province in which he may have resided.

III.—Every other candidate *not producing the certificate* mentioned in clause I, must prove his age by statutory declaration, and should also, if possible, produce a record of birth or baptism from some official register; under which term may be included the parochial registers of baptisms, the non-parochial registers of baptisms and births deposited at Somerset House under Acts of Parliament, the register kept at the India Office of persons born in India, &c., &c. This Regulation applies—

1.—To all candidates not born in England or Wales.

2.—To candidates, who, though born in England or Wales, cannot produce the Registrar General's certificate.

The Civil Service Commissioners reserve to themselves the right of deciding in each case upon the sufficiency of the evidence produced, but they subjoin the following general rules for the guidance of candidates :

(a.)—The declaration should specify precisely the date and place of birth, and should, if possible, be made by the father or mother of the candidate. If made by any other person, it should state the circumstances which enable the declarant to speak to the fact. If an entry in a Bible or other family record be referred to, the Bible or other record must be produced at the time of making the declaration, and must be mentioned in the declaration as having been so produced.

(b.)—If the candidate was born in England or Wales, the declaration must contain a statement, that after due inquiry no entry has been found in the books of the Registrar General, or a separate declaration must be made to that effect.

(c.)—If no extract from any register is produced, the declaration must contain a statement that after due inquiry no such record is believed to exist, or a separate declaration must be made to that effect.

(d.)—Statutory declarations must be exactly in the form prescribed by the Act of 5 and 6 William IV., c. 62. A printed form, if required, will be supplied on application to the Civil Service Commissioners.

N. B.—Clergymen, as such, are not qualified to take declarations.

The 6th September 1872.

No. 3548.—The under-mentioned Covenanted Civil Servants have been granted by Her Majesty's Secretary of State for India extensions of leave for the periods specified against their names :

J. J. Livesay, 6 months, (medical certificate).
A. Sells, 2 " (furlough).

No. 3549.—Lieutenant T. J. Baynes, Officiating Assistant Commissioner, 3rd Grade, in the British Burmah Commission, is confirmed in that appointment with effect from the 18th July 1872.

No. 3566.—Mr. Srinath Bose, Extra Assistant Commissioner, Nagpur, Central Provinces, has obtained one year's leave of absence on medical certificate from 16th July 1872.

No. 3567.—Mr. Keshav Shivram is appointed to officiate as an Extra Assistant Commissioner of the 4th Class in the Central Provinces.

JUDICIAL.

The 3rd September 1872.

No. 1669.—Under the provisions of Section 51 of Act XXV. of 1861 (the Code of Criminal Procedure), the Governor General in Council is pleased to appoint the Central Prison at Lucknow to be a place to which persons under sentence of transportation may be sent.

The 6th September 1872.

No. 1695.—In the exercise of the authority vested in him by Section 322 of Act XXV. of 1861, His Excellency the Governor General in Council is pleased to revoke so much of the notification of the Government of India in the Foreign Department, No. 134, dated the 17th July 1863, as directs that the trial of all offences by the Court of Session in the sea-port town of Akyab, in British Burmah, shall be by jury.

ECCLESIASTICAL.

The 6th September 1872.

No. 285.—The Reverend J. Williamson received charge of the Senior Chaplaincy of the Church of Scotland from the Reverend J. M. Thomson on the afternoon of the 24th June last.

H. L. DAMPIER,

Offg. Secretary to the Govt. of India.

FOREIGN DEPARTMENT.

NOTIFICATIONS.

JUDICIAL.

Simla, the 3rd September 1872.

No. 183.—The following Rules framed under Sections 20 and 23 of the Court Fees Act (VII. of 1870), for regulating the execution and costs of processes issued by the revenue courts in Mysore, are published for general information :

Draft Rules framed under the provisions of Sections 20 and 23 of the Court Fees Act (VII. of 1870), regarding the execution and costs of processes issued by the revenue courts in the Province of Mysore.

1. These rules shall take effect from and after the 1st October 1872, in supersession of all other rules now in force relating to the service or execution of processes issued by the revenue courts in Mysore.

2. All processes issuing from the revenue courts of the Deputy Superintendents, Assistant Superintendents, and amildars, shall be served or executed by a separate establishment of peons, excepting in the case, as hereinafter provided for, of courts whose annual average aggregate number of processes issued is not sufficient to defray the annual salary of a single peon.

3. Every warrant for the attachment of property, and every warrant for the sale, or for the sale and delivery of possession of property (whether moveable or immoveable) issued by the revenue courts, shall be executed by the ameen attached to the local civil courts of the same class for execution of similar processes in civil cases; the realizations from process fees in revenue cases not being sufficient for the permanent entertainment for this purpose of separate ameens for the revenue courts.

4. Every summons, notice, written order, injunction, and proclamation issued by the revenue courts in revenue cases shall be served or executed by peons.

5. The salary of a peon in the amildars' courts shall be rupees five per mensem. The salary of a peon in the courts of Assistant Superintendents and Deputy Superintendents shall be rupees five per mensem, provided that, in exceptional cases, and with the previous sanction of the Superintendent of the Division, batta may be given in addition to salary.

6. The following procedure shall be followed for ascertaining and regulating, from time to time, the number of peons necessary to be employed for the service and execution of processes issuing from the revenue courts of the Province:

I.—The Superintendent of each Division shall ascertain the average annual number of processes issued during the three years last past from the revenue courts subordinate to him, which are required to be executed by peons under these rules.

II.—The number of peons to be employed in each court shall be sufficient for the execution of a like number of processes, each peon being considered capable of executing the following number of processes annually:

In the Deputy Superintendents' Court	...	200 processes.
Ditto Assistant ditto	...	300 "
Ditto amildars' courts	...	300 "

Provided that where the average annual number of processes issued by any court is insufficient to defray the cost of salary of a single peon, no peon shall be permanently entertained for the execution of the processes of such court, but such processes shall be served, when practicable, by the process peons of the local civil court of the same class, or, as has hitherto been the custom in this respect, by individuals attending the court for the purpose, and approved by it, who shall receive a fixed payment of four annas for each process so served by him.

III.—In order to provide for the service by peons of processes of certain kinds, which occupy a longer period, and in respect of which a higher fee is charged, 25 per cent. may be added in each case to the average ascertained, as directed in clause I. of this section: Provided that in no case shall the costs and charges on account of the service of processes exceed the estimated or probable receipts.

IV.—Where there are Assistant Superintendents' and amildars' courts at any one place in a district, the Superintendent may authorize the appointment of such number of peons on the whole for such courts, as may suffice for executing the total number of processes issuable by them, and may regulate the employment of such peons among such courts as may from time to time appear to be necessary.

V.—When it appears to the Superintendent of the Division that the number of processes issued out of any revenue court or courts, as provided for in the preceding clause, in any District, has increased, so as to render an increase of establishment necessary, he shall be competent to make the requisite increase in the number of peons; and if there shall be similarly a diminution of processes, or if he shall be satisfied that the processes of all or any of such courts can be executed by a smaller number of peons, or if it appear that the costs and charges exceed the receipts, it shall be his duty to make a reduction in the number of peons accordingly: Provided that a report of all changes effected under this clause shall be made for the information of the Chief Commissioner, and that all extra peons appointed under it shall be placed on a temporary establishment until such time as it is evident that it is necessary to bring them permanently on the fixed establishment.

VI.—If in any court or class of courts the amount of work fluctuates at different seasons of the year, the number of peons on the fixed establishments shall be the minimum required at any time of the year. For the due carrying on of the work at the busy season of the year, the Superintendent of the Division is empowered to authorize the temporary employment of an extra establishment, a report of the same being made for the information of the Chief Commissioner.

7. For and in respect of the service of a process issuing from an amildar's court, there shall be payable by the party, at whose instance such process is to be served, a fee of the amount specified in Schedule I. attached to these Rules, and such process shall not be served or executed until such fee shall have been duly paid.

8. For and in respect of the service or execution of processes issuing from any revenue court in the Province of Mysore above the grade of an amildar's court, there shall be payable by the party, at whose instance such process is to be served, a fee of the amount specified in Schedule II. attached to these rules, and such process shall not be served or executed until such fee shall have been duly paid.